

FIRST LOOK AT FORD'S '58 'E' CAR!

TECHNOLOGY DEPT.

VOL. 9, NO. 2

MOTOR TREND

The Car Owners Magazine

3 ROAD TESTS
HOT 57s

BUICK CENTURY
DODGE D-500
OLDS SUPER 88

FEBRUARY 1957 25c

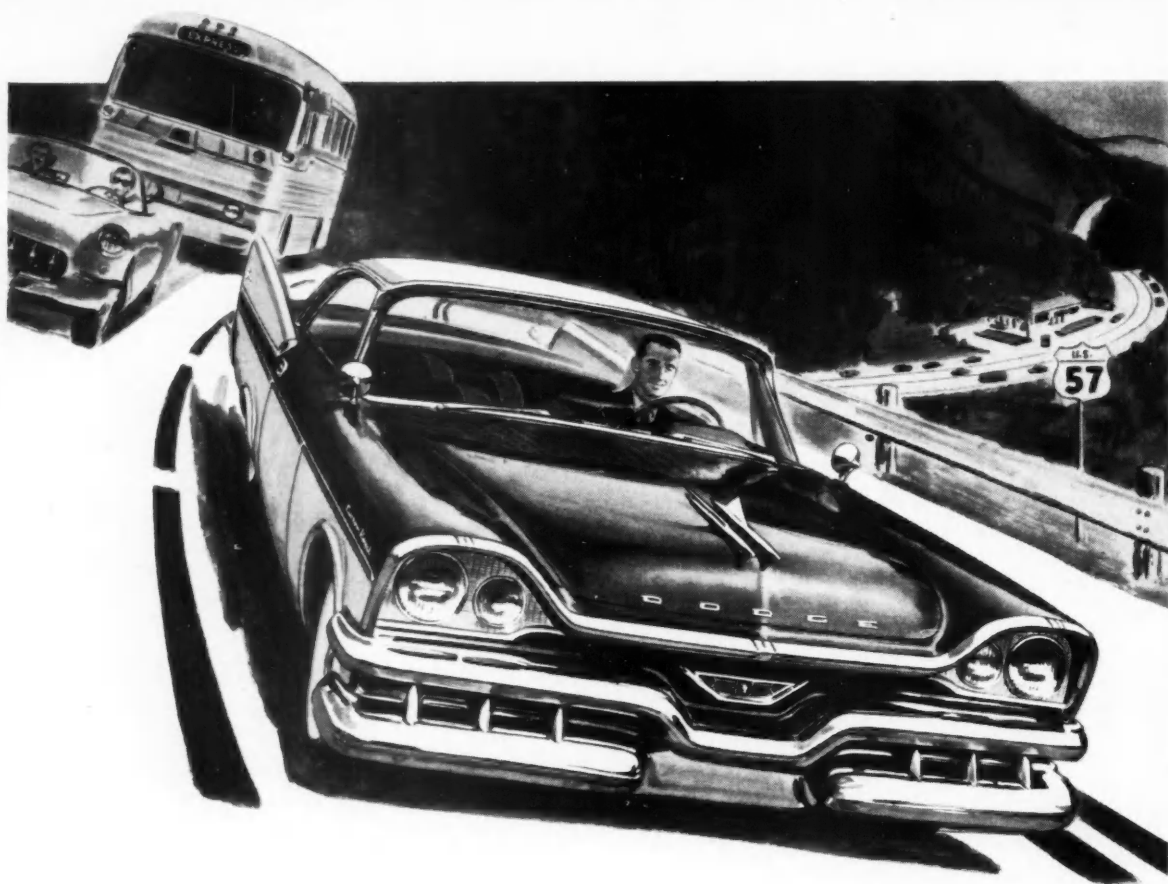


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DETROIT

57's Best Custom?
See page 20



With 310 horses and dual quads, it really talks your language!

Are you the kind of guy who really *loves* cars? Really *knows* what makes 'em tick? A guy who'd rather drive a red-hot performer *than eat*?

Then here's the baby that really talks your language. This new Dodge D-500 scratches off like a gun-shy jackrabbit. Rips over hills like a hungry cougar. Whips around corners like a sand-bagged "rod."

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MOTOR TREND

VOL. 9, NO. 2 • FEBRUARY 1957

- 8 **SPOTLIGHT ON DETROIT**
A preview of the Ford retractable hardtop and the new super-hot cars
- 16 **WILD WILLYS: A HEAP OF JEEP**
The new FC-150 goes where even motorcycles fear to tread
- 18 **IF GASOLINE RATIONING COMES**
Hints on how to get the most mileage out of your allotment
- 22 **HOME-BREWED BEAUTY**
Many hours of planning and work create a beautiful custom
- 24 **GENTLEMEN, START YOUR ENGINES**
An excerpt from Wilbur Shaw's entertaining autobiography
- DRIVING THE THREE HOT CARS:**
- 26 **BUICK CENTURY ROAD TEST**
- 30 **DODGE D-500 ROAD TEST**
- 34 **OLDSMOBILE SUPER 88 ROAD TEST**
- 38 **WIN-A-NEW-CAR CONTEST RESULTS**
Announcing the winner of the 1957 Plymouth
- 40 **IS THIS THE "E" CAR?**
Looking through the crystal ball at Ford Motor Co.'s new 1958 car
- 42 **IS IT STILL A CLASSIC?**
What does customizing do for the regal Lincoln Continental?
- 46 **IS YOUR FUTURE IN THE AUTOMOBILE INDUSTRY?**
Perhaps you should investigate what National Schools has to offer
- 48 **C-BIRD**
Here's a sensational custom: a T-Bird with a Chrysler's innards.
- 50 **DRIVING AROUND**
The last word in economy—a Citroen 2-CV
- 53 **CUSTOMS: SOMETHING GOOD, SOMETHING GARISH**
Presenting the outstanding cars at the Philadelphia Autorama
- 54 **ENGINE DESIGNERS! WHERE DO WE GO FROM HERE?**
Is the next step a gas turbine with a "free piston" gasifier?
- 54 **FINS IN THE NIGHT**
For customizers only: a new idea for plastic fins
- 57 **CHEVROLET BRAKE TEST**
- 58 **MOTOR SPORTS**
Texas' Jeep-Capade, Nassau, Cross-Country Record Runs
- 64 **NEW FROM THE NEW YORK SHOW**
A few surprises which the manufacturers saved for their big show
- 68 **CARS FOR SPECIAL OCCASIONS**
A sample of British humor which even Americans can understand

DEPARTMENTS:

MEMO FROM THE EDITOR 4

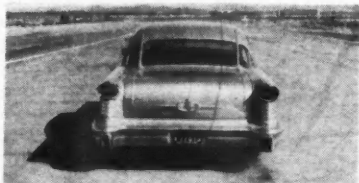
LETTERS 6

GLOVE COMPARTMENT 14

MOTORING ACCESSORIES 66

SELL 'N' SWAP ADS 70

FROM THE REAR SEAT 74



THE COVER:

RARIN' TO GO are the three hot cars of '57: the Oldsmobile Super 88 (also shown in photo at left), Dodge D-500, and the Buick Century. Complete road tests of all three are presented in this issue. Cover rendering is by Jack Leynwood, renowned automotive illustrator.

NEXT MONTH: Outstanding features scheduled for the March **MOTOR TREND** include: "Give Your Car that '58 Look"—a study of new treatments in fins and headlights, and other new customizing ideas; and "Make Your Engine Glow"—an article on how to make your engine a thing of beauty. We will also bring you road tests of the Mercury Montclair and the Mercury Turnpike Cruiser, also a comparative road test of two identical Pontiacs—one with power steering and power brakes, and the other without—to determine how these accessories affect the performance of the car.

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Dealers, distributors inquiries invited.
 See Article on Page 52.



from the editor

THE WIDE VARIATION IN DEALER PRICES of identical cars is amazing to one not familiar with the reasons behind them. The factors that affect prices are wrapped up in such items as volume of business, the profit the dealer wants to make, how hungry the sales people and dealer are, the time of year, etc.

Still, it's interesting—and profitable—to shop around and get the best price you can, as we did in recently getting quotes on a new car. The equipment on each car was basically the same, the only variations being in minor cost items such as windshield washers, etc. But look at these different quotes: \$3338, \$3700, \$3600, \$3775, \$3446, for a car that lists at \$3245 plus extras. And it doesn't pay to shop around?!



WE HAVE MEANT TO COMMENT for a long time now on the recommendations made by the American Automobile Association at their annual convention. We lend our whole-hearted support to the A.A.A. in their resolutions to make the U. S. highways safer and saner, free of speed traps, unmarked radar cars, and other such unnecessary guises for catching the unwary.

The most controversial of the policy statements was one asking for a minimum speed law to ban slow-pokes from busy streets and highways. The *modus operandi* seems to be the stumbling block here, though we certainly agree in principle.

Of growing concern to many drivers are careless pedestrians. Too many pedestrians believe that a line indicating a crosswalk, or a pedestrian's very presence in the middle of the street, forms an impenetrable barrier in front of an approaching car. The A.A.A. would like to force pedestrians to become aware of their role in helping to avoid accidents.

Two other resolutions had to do with driver training, which we are certainly in favor of, and re-examinations of licensed drivers suspected of being unfit. We would like to see not only re-examination of "drivers suspected of being unfit" but more stringent licensing requirements for all drivers and on a national scale.



THE NEWEST MEMBER of our staff is what we'd class as an auto nut: he eats, drinks, and sleeps cars. Born in the Evergreen State of Washington, he has travelled over the major portion of the U.S. in his quest for more knowledge about cars. From the time he disassembled his first car—a '26 Willys-Knight—until the present, he has tested and reported on over 200 cars for various magazines and his own books.

We've watched Joe's unbiased writings over the period of several years; when the opportunity presented itself, we joined forces. We think the results are going to be such analytical and discerning reports from Detroit as you've never read before.

Joe Brown



Competing against a field of 62 sports and touring cars, both American and European, a SAAB 93 won the GAMR outright in a gruelling four day test much of which was run in the mountains of New England on snow and ice and in sub-zero weather. The hood seal on the winning SAAB was never broken once during the Rallye to add water or otherwise work on the engine. As a team, the three SAAB's entered came through unscathed to also win the Factory Team Award outright.

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In international competitions in 1956, SAAB automobiles have placed second overall in the Tour of Europe, first in the Weisbaden Rally, first, second and fourth in the Viking Rally and first, second and third in the Midnight Sun Rally, plus countless outright class and team wins in national and club events.

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LETTERS

OPEN LETTERS TO THE MANUFACTURERS

Gentlemen:

As a subscriber, I would like to mention the following: 1) Poor construction of the new cars; 2) Difficulty in entering today's cars with foxhole-size door openings; 3) Lack of leg room for rear-seat passengers.

You pay \$3000 or \$4000—and more—for them and the rear-seat passengers can't even cross their legs comfortably. With all the length they put on cars today, it seems to me they could at least add four inches for leg room!

Richard W. Case

Ocean City, Md.

Dear Sir:

I watched Ford for years hoping they would come up with a car that was better all around than a Chevrolet. But, no! This hasn't happened yet. Ford engineers would be welcome to my Ford for tests against a Chevrolet. Do they ever go out and find out what the owners want? It seems to me that Chevrolet is always one jump ahead—in speed, uphill, downhill or flat country Chevrolet seems to have the jump in acceleration and have better bodies by far.

If I take my Ford over a rough road, I spend time afterward getting the new squeaks and rattles out.

Boyd A. Petty

Hiawatha, Utah

Gentlemen:

As a private motorist with some 40 years driving experience, I heartily commend your campaign for safer, saner and more sensible cars, rather than the longer, lower and lousier ones we are getting and are likely to get in the future. I am mighty glad that my '51 Dodge is running like new, as it has more comfortable seats, more leg room, better vision and easier parking than the new models. It has something else that the new models are sadly lacking—a foot rest for the back-seat passengers. They have nothing at all to brace themselves against to prevent their legs being snapped off in the case of a collision or even emergency stop.

With all their boasting about safety features, why do practically all makes have those sharp spears on the radiator? Is it to keep the pedestrians from sliding up the hood and smashing the wrap-around windshield? Personally, I would like to see all wrap-arounds smashed. How about including these points in your missionary talks?

F. G. Semple

See page 74.—Editor

Ottawa, Ont.

Dear Sirs:

The November MT gives the 1957 Ford beautiful coverage and deservedly so, but why shouldn't the styling on the Ford be just a little more practical by dropping the chrome side trim down to where it can protect against parking lot gouges? I'll not be led away from chrome as long as I have to touch up dozens of stone and door chips on the hood and sides of the car. The pop-eyed headlights may contribute to a "new concept of crispness," but why use a stale design from Ford trucks? Why the weak grille? An overweight highway sparrow might smash it.

Why the insistence on that gauche, left-hand ignition switch and the decadent right-hand glove compartment? Safety? If they can't correct these square-head ghosts from the past, they could at least give us pushbutton driving and to oblivion with the tail fins.

Jack Clover

Columbus, Ohio

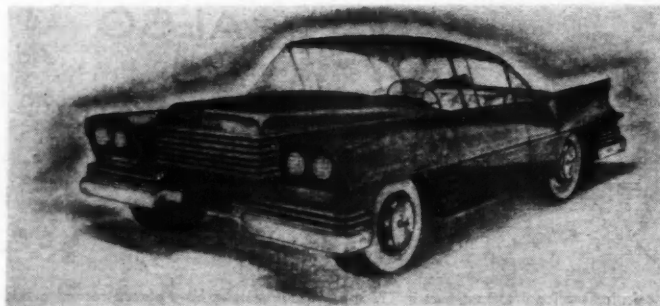
Gentlemen:

Having looked over many of the new '57 models within the last week or so, I am disheartened to find that they are all longer and wider.

This afternoon I received the latest issue of *Billboard* magazine. On the front page is an article headed in large print "BIGGER CARS AND NO SPACE TO PARK 'EM. BIG EVENTS FACE SERIOUS PROBLEM: NEW MODELS REDUCE PARKING AND ATTENDANCE."

Henry Agsten

San Diego, Calif.



CORDIALLY

Dear Sirs:

Here is my conception of a 1957 Cord. Remember that fairly classy car of years gone by? Too bad the automobile had to

be discontinued because I believe sports car enthusiasts would marvel at it today, providing, of course, it had all the good qualities of the Corvette and Thunderbird.

Ronald Saltz

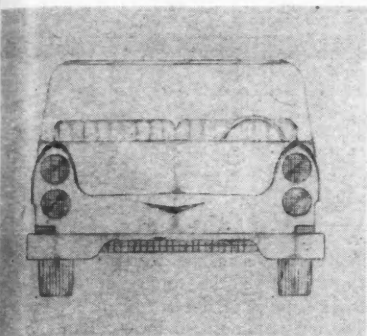
Peru, In



THE FRONTWARD LOOK

Dear Sir:

Enclosed find drawings of a two-door hard-top that I have designed. The car has a



108-inch wheelbase, is 16 feet long, 66 inches wide, 54 inches high, and has concave body panels. The grille is located in the lower part of the front bumper. The exhaust outlet



is in the same position in the rear of the car, and because of its size I think it would work well with a gas turbine engine.

Stu Wales

Two Rivers, Wis.

WHAT'S THIS?

Gentlemen:

I have just purchased a 1957 Plymouth Belvedere sport coupe, and in looking at your coverage of it I notice that you say (in effect) that it is the only 1957 Chrysler product which still bears the 1956 exterior door handles. Yet, on the opposing page (page 20) a picture of a Belvedere sport coupe shows the new type "up-and-out" door handles. Please explain—is this car a freak, or is my car going to miss the boat?

Dick Dean

We regret to say that you will miss that boat. The car we photographed was a pre-production model and has different door handles from the regular '57s.—Editor

HIGH OR LOW . . . BOTH GO!

Gentlemen:

Upon reading John Booth's answer to the question of rising horsepower in American cars, I felt that several statements were mis-

leading. Mr. Booth gave the hypothetical example of a "Big Three" corporation refusing to raise the horsepower ratings of its cars and being "left with a full production of underpowered vehicles . . . not capable of enough performance to safely compete with today's mass vehicle movements."

Such an underpowered vehicle would probably have over 200 hp and be capable of speeds over 100 mph. Can you name a highway where such a vehicle could not "compete"? Even those who own the few six-cylinder American cars now being produced find, I am sure, no difficulty in equaling the pace set by those driving the more powerful V8s.

Furthermore, I have never experienced "nervous prostration," as has Mr. Booth, when riding in low-powered foreign economy cars on expressways or watching others drive them on such roads.

He states that most fatal accidents occur at speeds under 45 mph. Can one be so foolish as to reason that higher speeds are safer? Of course not! I have no objection to the steady, yearly increase in engine performance if it is intelligently handled and promoted. The consumer pays for it in higher-priced gasoline and the higher insurance rates engendered by the fools who held in their hands their own destruction.

Henry Goodman Forest Hills, N.Y.

SHOP TALK, ANYONE?

Gentlemen:

There are a few of us in Hartford who are anxious to start an auto club. If there are any readers of your magazine who live in Hartford or vicinity who wish to join us, we would appreciate their getting in touch with either:

Noel Jenness
105 Barbour St.
Hartford 5, Conn.

or
Barry Remer
477 Edgewood St.
Hartford 12, Conn.

Noel Jenness

Hartford, Conn.

MONUMENT TO MONTCLAIR

Dear Sir:

We have a 1955 Mercury Montclair two-door hardtop. In only one other car have I seen better workmanship and that was a 1939 Lincoln V-12. Our car has been all over the East Coast, without any fault. When we had owned it for a year I tightened all the screws in the body, and she does not rattle.

When you buy a car you get just what you pay for. In general, most cars that I have seen, except for those built from '46 to '49, are put together quite well, especially the Ford products.

Fred Lewis, Jr.

Bloomington, Ill.

(Advertisement)

McCulloch Supercharger



>> Tips

by

John Thompson

His competitors call him the "one-armed bandit" and when you check Al Heboian's amazing record on Southern California's drag strips, you'll know why. Recently, at Santa Ana, Al took his McCulloch-supercharged T-Bird (Fordomatic, stock bore and stroke) up to a sizzling 101.33 mph from a standing start in the 1/4-mile. Really traveling, I'd say!

Heboian, who lost his left arm in an accident six years ago while towing his 1932 roadster to the dry lakes, is a tough customer in the drags. His 101.33 speed was achieved after he had installed a McCulloch supercharger and aluminum enclosure box on his Edelbrock triple carburetor manifold. As a result, he boosted his speed from the previous high of 82 mph.

A word of welcome this month to our three newest McCulloch supercharger distributors: Brennan's Specialty Mechanix, 2445 E. 2nd St., Reno, Nev.; Auto Equipment & Supply, 2611 Gallatin Rd., Nashville, Tenn.; and Musselman Auto Service & Supply, 629 N. 22nd St., Louisville, Ky.

Let us think that McCulloch superchargers are built only for speed, let me hasten to point out that SAFETY is one of the big reasons they've enjoyed such popularity in recent years. You see, McCulloch superchargers provide up to 200% more reserve horsepower for use in passing at highway speed. Law enforcement officials point out that lack of acceleration when you need it is one of the big reasons for auto accidents.

Don Tuttle, the capable announcer at the Santa Ana drags and automotive writer for the Santa Ana Register, can truthfully say the McCulloch supercharger has brought peace in his family. Seems that Don wanted to step up the performance of his '56 Mercury sedan, but his wife objected to the noise and rough idling which would have resulted from changing the bore and stroke. Solution? Don simply installed a McCulloch . . . the car is smooth, quiet and powerful . . . and his wife is happy!

We've received some letters in recent weeks in response to magazine articles which tended to minimize the improvement today's high out-put cars can gain with a supercharger. I'd like to assure our readers that we haven't been standing still, that we've stepped up our blower output to more than keep pace with increased engine horsepowers. We're still adding up to 40% more horsepower to the newer, better engines, and expect to be able to do so for many years to come.

If you're interested in boosting the output of your car while adding to its overall safety, just write to me, John Thompson, Paxton Products Division, McCulloch Motors Corp., 827 W. Olive St., Inglewood, Calif. I'll send you price, details, an illustrated folder and the name and address of your nearest McCulloch dealer. Please tell me the year and make of your car, carburetor type and power equipment, if any.

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SPOTLIGHT ON

DETROIT

DETROIT IS VIRTUALLY JUMPING with hotter and more enticing versions of cars already so full of performance that we sometimes pause to wonder where or when the power race will terminate. But power packages are not the only story—since Chevrolet stole the march with fuel injection, there almost had to be one manufacturer that would bust out with something equally interesting and practical. The first one is the Ford Division of Ford



by Joe H. Wherry
Detroit Editor

Motor Co., and the item is an honest *hardtop convertible* which, at this writing and for want of a better name, is simply and directly called the "Retractable Hardtop."

FIVE YEARS IN THE WORKS (hinted at several years back on a dream car model with a similar application) and introduced at the National Auto Show in New York City December 8, the retractable hardtop is on the two-door 118-inch wheelbase chassis. When the top is up, there's a hint of the classical knife-edge styling when the car is viewed from the side. In operational tests, the top has been raised and lowered some 10,000 times. Not the first

genuine hard top that stows—remember the small, postwar Playboy—this job seems predestined to succeed. The Thunderbird's success and dealer enthusiasm exemplify the ability of the producers of so-called low priced cars to expend fantastic tooling sums, even though such innovations make questionable economics in the high-priced ranges.

OPERATION IS FULLY automatic and safety precautions made obvious the installation of an interlock preventing movement when the car is in gear or when the engine is running. Of course this does not mean that operation cannot be accomplished when the car is in motion, but it would have to be coasting for the transmission must be in neutral and the ignition key in the accessory position. Then, a push of the special button releases electrically actuated locks in the rear deck lid before the top begins to rise. The rear deck moves up and back, the top lifts and moves forward while the hinged front quarter straightens into position just before the top locks. The rear deck returns to position without additional fuss—the entire affair takes only about 40 seconds. Dropping the top requires only that the button be pushed in the other direction.

OVERALL LENGTH IS THREE inches greater than the regular Fairlanes, and the "Retractable" does have somewhat less luggage space. The spare wheel lies beneath the floor and

the fuel tank is farther forward. A box-like structure in the trunk accommodates luggage, the top occupying the outer trunk perimeter when stowed. The top is almost 90 inches long (interior space for six is comparable to the sedans), and careful counterbalancing enables the same amount of current to perform this task as on the soft top convertibles. We have a date to drive this baby shortly and a full report will be rendered as to luggage space lost, the price (undetermined at press time) and the handling which will probably be improved to some extent because of the greater weight on the rear wheels. You'll be able to buy this car sometime late in February; right now there's only the hand-assembled prototype.

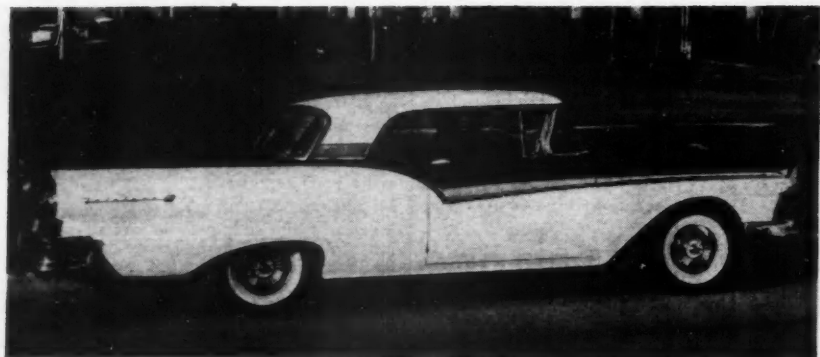
BUY A PONTIAC BONNEVILLE?

WELL, IT WON'T BE EASY, for an up-to-date version of the dream car is to be placed in *limited* production. Who can buy it? Dealers, first, only, so they can get initiated into the ways of fuel injection and eliminate any defects prior to public sale.

The Bonneville will be a six-passenger "sports convertible" according to Pontiac brass. That's all we can say now about the car, but if this bit was over in the Rumor Mill, we'd say that it looks like a special car may be offered to the public to offset the Chrysler hot jobs like the D-500, the 300-C, and the Adventurer.

The injection system, as shown here, looks much like the enclosed bonnet-

FORD'S RETRACTABLE HARDTOP, at the push of a button, changes from a six-passenger sedan to a snappy convertible.



type that Oldsmobile demonstrated to the press last October at GMC's Mesa, Ariz. test center. The engine size is not a matter for discussion, but the rated output is "over 300 horsepower." We examined one at the A.M.A. New York show (see photos on page 64), and we will have more data and perhaps a driving impression in the next issue. In the meantime, haunt your dealer if you're a Pontiac fan—the top brass have a way of giving the public what it wants. This is not, we should emphasize, an electrical injection system but rather is Pontiac's own modification of the regular mechanical GM system used on Chevs and Corvettes.

CHRYSLER'S HOTTER HOT CARS

NEED A TWO-DOOR HARDTOP that can dash along at 145.7 mph? Chrysler Division has it: the new 300-C that will go on sale shortly after Daytona Speedweeks, February 3 to 17. Based on the New Yorker, the 300-C is America's most powerful car at this writing: 375 nags at 5200 rpm with a not overly high compression ratio of 9.25 to 1. The valve train is mechanically actuated, torque is a staggering 420 pounds-feet at 4000 rpm and induction is via dual four-throat carburetors breathing through the already familiar paper-pack air cleaners. The block is the potent 392-cubic-incher substantially like the one which kept the previous 300 and 300-B models supreme in stock racing. This year, though, a stick shift will be more readily available and those who prefer no-shift driving will have the advantage of the three-speed Torque-Flite box. Already the new 300-C has unofficially shattered stock records with the aforementioned 145.7 mph; we assume this was accomplished with manual shift but have had no definite word.

MODIFICATIONS OTHER THAN carburetion improvements, which boost power without more inches, include a hot cam of undisclosed grind and the new "SilentFlite" fan drive which

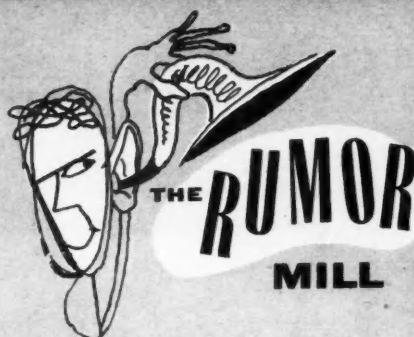
automatically holds fan rpms to 2500—just what power gain this provides is still on the secret list but it eliminates the usual 10 to 15 per cent loss. Within a month or two after this limited production job goes on sale there will be an even more torrid version with a camshaft of wild specifications, according to the latest information; a rated output close to or over 400 bhp is a distinct possibility. The compression ratio will be 10.0 to 1 and this super variant will have a limited-slip rear axle. Torsional front suspension on the 126-inch wheelbase chassis, slightly modified shocks for better cornering, and cooling air scoops beneath the headlights to minimize fading of the center-plane power brakes are all standard features. The usual safety package (padded dash, etc.) is in evidence; there's a tachometer, steering lock is about 3.5 turns with power, and there is a good possibility that fast non-power steering can be had on order. As in '56, there's a whole hatful of rear-axle ratios.

STYLING PARALLELS THE NEW

Yorker range but with less chrome; dual headlights are standard, and the grille's kinship to recent Chrysler dream cars is evident—it's called a "high-capacity air-scoop grille" by the makers. That the 300-C will be the performance car of the year is a virtual certainty. We'll predict true 0 to 60 mph in eight seconds or less with stick shift. The number to be built will be around 2500. The convertible, a new model in the 300 series, will cost more, be built in fewer numbers.

SECOND FROM THE TOP in Chrysler's hot car lineup is the De Soto Adventurer which will be offered in a convertible version as well as in the hardtop so popular last year. Based on the regular 126-inch wheelbase De Soto, the suspension is firmed up slightly for superior handling and the engine block is overbored by .02 inch to raise dis-

continued on next page



"Public pressure might turn some manufacturers away from stock car racing programs."

FALSE—Hardly likely since the public still votes big for power and appears to buy speed potential. On the contrary, there is going to be increased racing activity with some newcomers getting in on the fun to the extent that even the smallest of domestic cars may begin to make tracks on the tracks.

"The resurrected Packard will be built on the Studebaker assembly line."

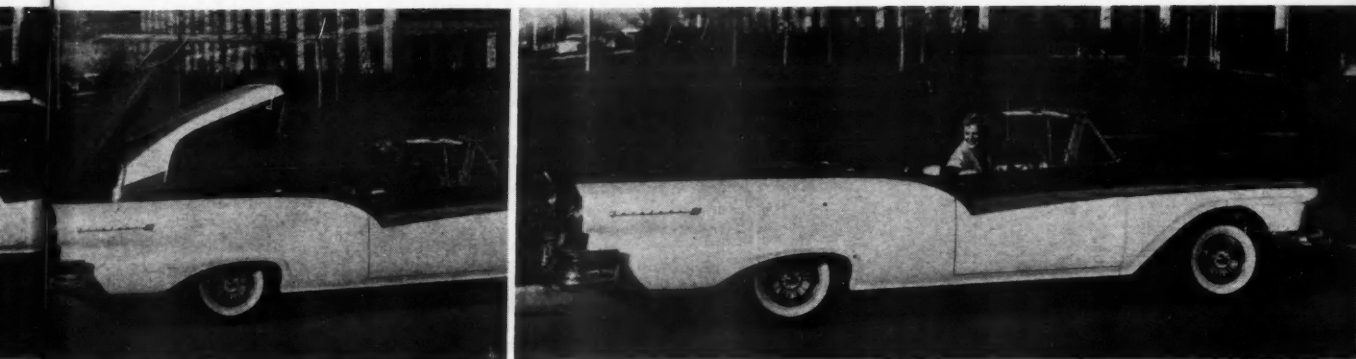
TRUE—But don't let that bother you or keep you out of a Packard showroom for S-P is not the only maker with one line assembling two name makes—the DeSoto Firesweep comes off the Dodge lines and is as much a Dodge as the Packard Clipper is a Studebaker Land Cruiser.

"Pontiac is due out with a true sports car soon."

VERY POSSIBLE—And don't confuse this with the fuel injected Bonneville convertible. It will be as much a sports car as either the Thunderbird or Corvette.

"An official of a certain automobile company was heard to say, while discussing high-powered cars, 'If the American public are determined to go out and kill themselves, I certainly hope they do it in —s.'"

TRUE—He said it to us, and you should have heard what was said next!



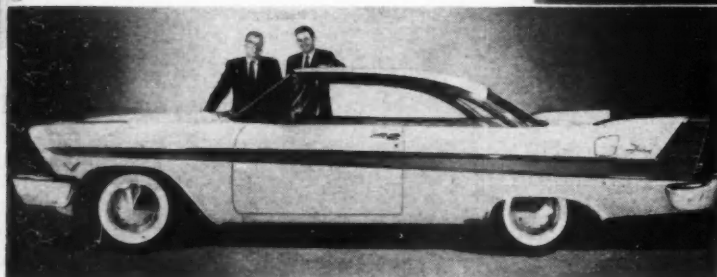


binations of black and gold. Chrome is used very sparingly; there is no hood ornament, wheel covers are gold-anodized aluminum, the grille is standard DeSoto, and a note from the classic period is furnished by five stainless steel strips on the rear deck. You can get this car without a radio, but dual antennas are standard. Headlights? Two or four.

centuates this year's flashiest tail fin. Since everything is stated to be heavy duty from the ground up, we deduce that the torsional front suspension has been beefed up a bit to give a firmer and even more stable ride under extremes of high-performance motoring than do the standard models. All Furies are two-door, six-place hardtops. The

continued from previous page

placement to 345 (big standard jobs have 341) cubic inches. Dual four-barrel carburetors are used with a hotter cam, ignition is through dual breaker point distributor, intake manifolding has been improved, and special air cleaners with paper packs are employed so that this plant is freer and easier on the draw. Rated power is 345 at 5200 rpm (one bhp per cubic inch) and torque is 355 at 3600 rpm.



CHRYSLER'S HOT RODS are really outstanding from the standpoint of appearance, and performance and handling too, if they are like the Dodge D-500 in those departments. Top car is the Chrysler 300-C, left is Plymouth Fury, and the DeSoto Adventurer is above and at right.

THERE'S NO PERFORMANCE data, but from what we can learn, the "A" should top 130 mph with ease. The interior employs a tweed material in a rose shade; bolsters are vinyl of a buff color to match the perforated headliner, the carpeting is thick pile in a charcoal tint and the padded dashboard is saddle-grained. Exterior colors are various com-

PLYMOUTH DIVISION'S '57 FURY is engineered for go and designed for show. Unlike its three bigger brothers (the Dodge D-500 is tested on page 30) the Fury offers a single color scheme: gleaming white with gold-colored anodized aluminum trim in a broad full-length flash on each side terminating in a bold upsweep that ac-

seat backs are notched and the beige and cocoa upholstery is luxuriously matched by deeply piled carpeting; the dashboard padding is also cocoa toned and should eliminate much distracting glare.

PLYMOUTH SAYS IT'S DOUBLING Fury production over last year, when this family speedster proved that top-

MERCURY'S TURNPIKE CRUISER

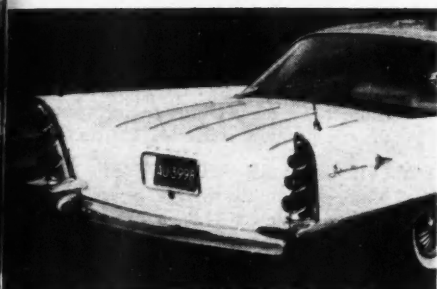


MERCURY hits some kind of peak for intricate trim with their Turnpike Cruiser. Most interesting detail is the power-operated rear window, which should give optimum ventilation.

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bracket performance spells s-a-l-e-s. Performance should be up some, too, for the biggest Plymouth block is used, the one with 301 cubic inches in stock form, but it's stroked from 3.13 to 3.31 inches which builds the torque-producing inches to 318. The standard Plymouth Belvedere has 8.5 to 1 compression ratio, but the Fury has 9.25 via special high-domed pistons. On top of this powerhouse sit two four-barrel carburetors and inside there's a semi-race camshaft and heavier valve springs. The ignition is modified and maximum rpms are considerably increased, or so we are told. Anyhow, the output is rated at 290, which tops its class competition by several digits.

CALLED THE "FURY V-800," this engine will probably be available on special order in the Belvedere line. An informant says that the handling of this hot shot is markedly superior



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to that of its less sensational kin and that the firm ride enables high-speed drifts and about as flat cornering at speed as you'll ever require in a family car. The price? You can expect to part with well over three grand even if you get the three-speed stick shift in preference to the five-button Torque-Flite. Power steering and brakes will be on most Furys. Not as distinctive as the massive 300-C because the standard frontal design is used, the cream of the Plymouth crop will, however, be easily spotted due to special trim and race-car-like wheel discs. By the time next month's deadline approaches we will have driven this chariot—so hold your breath (it's only 28 days). The Fury really performs, but we prefer to speak from our own knowledge and not from hearsay.

A "REBEL" FROM AMERICAN MOTORS

BETTER KNOW WHAT'S UNDER the hood of that innocent-appearing Rambler from now on—AMC has crammed in up to 288 horses by installing the 327-cubic-inch version of

continued on next page



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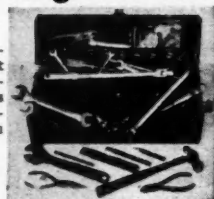
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A STUDY in designs: Susi Petersen and the new Rambler Rebel.

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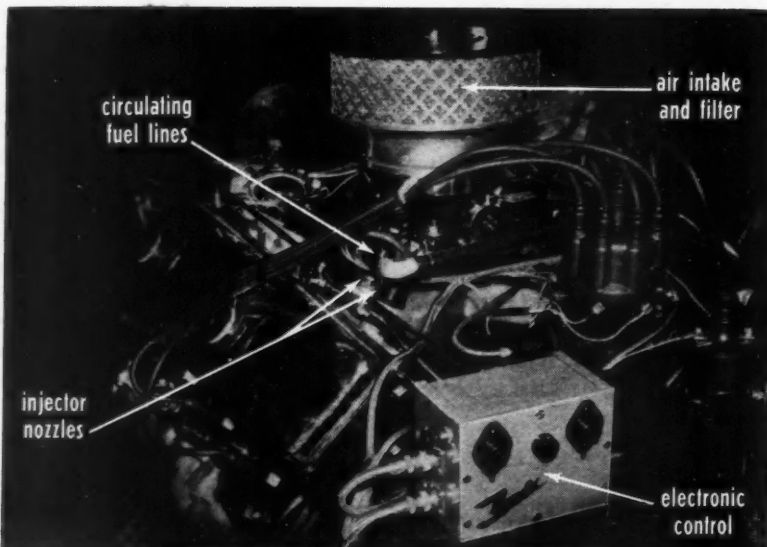
their own V8 engine. In standard form 255 horsepower is developed with the four-barrel carburetor, same setup as in the Nash Ambassador and Hudson Hornet. The same rating applies to the Rambler Rebel when thus equipped. But to get right up there with the performance big league, the Bendix electrical fuel injection system (December MT, page 56) is an option on the Rebel. This boosts rated horsepower to 288 which, according to American Motors, gives the highest weight/power ratio ever offered on a conventional six-passenger car. No other changes are made in the big 327-inch engine: compression ratio remains at 9.5 to 1, camshaft and valving stay moderate.

BRIEFLY, HERE ARE THE advantages of the electrical injection system called "Electrojector": there's no need for a high-pressure metering pump, there are fewer moving parts, no engine modifications are required, and

the injector nozzles can be large enough to pass small amounts of dirt that knock out other existing systems. The other benefits in common with other injector systems (no vapor lock, quicker starts, etc.) remain unchanged. The entire system uses transistors in conjunction with solenoids at the injectors. It "thinks" out proper application of timing messages from the ignition distributor, air temperature, engine speed, throttle position, and other sources.

WITH A CURB WEIGHT of about 3400 pounds, the weight/power ratio is roughly a mere 11.8 pounds per bhp with the Electrojector, which should make the modest Rambler a going bomb. Even with the four-throat carburetor, the 255-hp Rebel should cause comment at the stop light grand prix. There's just one Rebel model, a four-door hardtop in silver-gray with bronzed-anodized aluminum molding running full length. Sorry—no price dope.

continued on page 64





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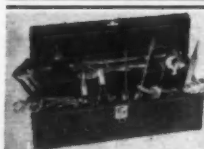


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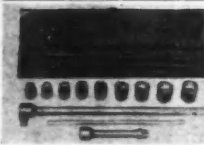
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MORE PROTECTION FOR SALE

NEW-CAR BUYERS, too, now have a guardian angel. It's the New Car Quotation Service, 1134 S. Mayfield Ave., Chicago 44, and for \$10 it will undertake to provide you with four bonafide quotes, from as many dealers, on a new car equipped the way you want it. You're not obligated to buy.

FOLLOW THAT STAR

NEWEST CAR CLUB, and just about as exclusive as you can get, is the Mercedes-Benz Club. An affiliate of the Mercedes-Benz Club of Great Britain, it welcomes "followers of the three-pointed star." Regional organizations are now being set up throughout the country, and the club will publish a bulletin, hold meets and competitions, and operate as a clearing house of information on both vintage and modern examples of the exalted marque. A registered badge and a tie are available to members. Secretary is Don McCray, 1140 S. Michigan Ave., Chicago 5.

AND IF YOUR NEEDS ARE RARE...

YOU'LL BE GLAD to hear of the Sporting Motorist's Agency, a British outfit (need we

say?) that specializes in fulfilling obscure requests. They will undertake to find any sort of weird vehicle for you on receipt of a deposit. Fees vary from \$14 for a purchase of \$140 up to \$42 for cars over \$1400. They will arrange transportation to any point within the U.S., Canada, or the United Kingdom. The same rates in relation to sale price apply if you commission them to sell your car. They, too, operate an inspection service (at the moment only in London and Detroit) for \$10. For \$3, they will give you comprehensive tuning advice ("... It is only necessary to send particulars of your car, together with details of the extent of tune required or the particular problem with which you are confronted, and your remittance. We shall then be pleased to supply whatever advice may be required").

This answer to many a motorist's prayer is located at Box 333, Ann Arbor, Mich., and at 76b Amherst Park, London N. 16, England.

COLD COMFORT

WINTER NOT BEING OVER by a long shot, Du Pont offers these driving tips: Pump the brake when stopping on slippery or questionable surfaces. Did you know that 32° is a more dangerous driving temperature than zero? Reason is that ice is harder to stop on when it's thawing. Remember you'll get more traction by starting in second (or your automatic's equivalent, if it has one) than you will in low. Avoid skids by turning smoothly without braking, and by not using the clutch till you're nearly stopped. If your car does lose its footing, steer your front wheels in the direction toward which the car is skidding; don't use the brakes. By the way, modern pressurized cooling systems can make good use of non-permanent anti-freeze. Since

THAT NEW 300

GUNTHER MOLTER reports that little will be known about the new Mercedes-Benz 300-SL roadster before its official introduction at the Geneva Show this spring. The new rear axle will be of the single-joint, low-pivot

type, and the six-cylinder fuel-injection engine should put out 225 to 230 hp in this more potent version. One thing is certain, and that's that it comes close to being the most desirable-looking car we ever saw. And it doesn't even have 14-inch wheels!



it won't boil away, it costs less, and you don't need so much. Heavy-duty driving and very low temperatures indicate the permanent type.

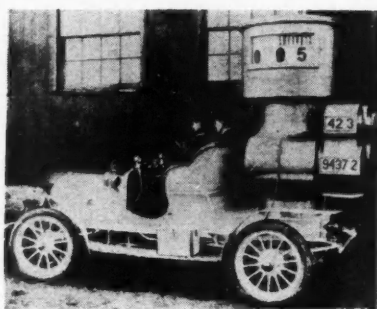
AUTOMATICS FOR ALL?

THE ROMANTIC POWER OF MAGNETISM fascinates other adults besides ourselves, we're happy to note. Smiths of England, whose trademark you've seen on the instruments in many a Britannic car, is using it in Selectroshift, a clutchless shifting device in which the driver still controls all the actions of the transmission. Two fully automatic transmissions are under development, which should up the popularity of small foreign economy cars—yes, and sports cars, too—over here. The Ford Zephyr and Zodiac already have an automatic.

A magnetic flux is passed through powder contained in the ring-shaped gap between two rotating members. The powder "freezes" and exerts pressure between the two members, transmitting torque from one to the other.

MONSTER MAGNET

THIS SEEMS TO BE a month for double features, and here we are again with the power of magnetism. These gentlemen are engaged in demonstrating, with the aid of a



contemporary Stoddard-Dayton, the first successful magnetic-type speedometer. It was invented and manufactured by A. P. Warner, of Beloit, Wis., and in this form, at least, was covered with gold leaf.

FALL-OUT (but only from the Glove Compartment) CHEVY has hiked "suggested list prices" by \$26 since the original '57 prices were announced . . . Austin and Standard have announced a 12-month guarantee on all their cars, but only at home. Let's hope they extend it here; what it could do to their sales! . . . Want a free folder on customizing with glass fabric and epoxy resin? Write TAP, 1710 E. 12th St., Oakland, Calif. . . . For 10 cents, the Money Management Institute of Household Finance Corp., Prudential Plaza, Chicago 1, will send you a sober-sided booklet. It's called *Money Management—Your Automobile Dollar*, and has an immense store of data on what and where to buy, and what to do with it after you buy it . . . A new kind of used car title insurance protects you, and incidentally the dealer, if you buy a stolen car. Applies only if you and he are as pure as the driven snow, of course . . . Look for liability rates to shoot up this spring (dismal note to end a column on).

Just arrived from Europe

La Dauphine

Renault's budget car that beats them all!



Take a closer look at the most exciting new 1957 car on the road. See the Paris-styled, rear-engine Dauphine now at your nearest Renault dealer's. For all its sporty, continental look, you'll discover the Dauphine is a roomy, five-passenger, four-door sedan, with plenty of luggage space under the front hood. Take the Dauphine out for a road trial, and discover a brand-new kind of driving—fantastically easy steering, effortless manoeuvring in traffic, painless parking, and you get up to 43 miles on a gallon. Yes, the Dauphine is the economy car that's *every inch a princess!*

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| Stroke | 80 mm |
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WILD WILLYS; a heap



PHOTOS BY COLIN GREITZ

of Jeep

IF WILLYS' DESIGNERS were forced to refrain from jet aircraft styling in the FC-150 four-wheel-drive Jeep, they can console themselves with the knowledge they have introduced the "helicopter look" in commercial vehicles. Your first impression, as you climb into the cab of this little workhorse, may very well be that you have ensconced yourself under the bubble canopy of a whirlybird. The serious reason behind all this is the placing of the driver and machinery as far forward as possible in order to obtain maximum cargo space. The design has resulted in a 74 1/4-inch-long cargo box on an 81-inch wheelbase chassis.

The big, roomy cab (deluxe model) has a glass area of 2747 square inches and consequently the vision from the high seats is very good. We noted, however, that T-Birds, Corvettes, Hawks, and other short-statured iron which may pass on your right are difficult to see from the driver's seat.

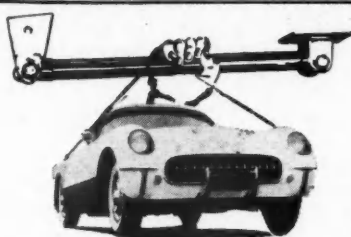
The seats are firmer than those in passenger cars, but business-like and comfortable. Getting into the cab is a long step from the ground and we suspect frequent delivery stops would be tiring to the driver. A small outside step or foothold, located closer to the ground, would be a real convenience. The driver's seat is adjustable fore and aft.

The vehicle drives like a passenger car. Steering is light and easy and we found the 5.5 turns lock to lock not objectionable, as rough terrain and sand require easier steering than highway driving. Instruments are grouped compactly right under the driver's nose. The pendulum mounted brake and clutch pedals seem to fall in the right place under your feet. Transfer controls have been reduced to a single lever which replaces the two-lever control on other model Jeeps. The ride, as is the case in any unloaded cargo vehicle, is understandably stiff and choppy.

The powerplant is the familiar F-head, six-cylinder Jeep engine which delivers 75 horses at 4000 rpm and develops 115 pounds-feet torque at 2000 rpm. The engine is located under a glass fiber insulated hood at the driver's right elbow. Water and oil filler caps are exposed by opening a service door in the hood. The brake fluid reservoir is reached through an access cover on the instrument panel.

For our initial test hop, we pushed the transfer control into the low-speed, four-wheel drive position and pointed the stub nose of this heap of Jeep up a motorcycle hill climb course. This course was a narrow, deeply rutted, and bumpy trail, and while we decline to estimate the per cent grade, we would never dream of attempting to negotiate it in a conventional truck or passenger car. The Jeep had no difficulty whatever with this and climbed steadily and surely to the top. We turned around, experienced the sensation of leaping from a ski jump, and allowed the engine compression to lower us safely to the bottom. We are keeping our eyes open for a hill which might stop the Jeep, but we'll bet it will have to be close to vertical.

—Bob Scollay



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FORMERLY THE WORLD'S LARGEST EXPORTER of oil, our country is now the biggest importer, taking much of its supply from the Middle East. Europe is feeling the pinch of the major gasoline shortage caused by the closing of the Suez Canal, and Britain announced rationing on November 20. Private motorists were issued coupons for only 200 miles of motor-ing per month, and MOTOR TREND received a report directly from England that the black market was soon operating with "petrol fetching as much as \$1.50 per gallon." The Royal Automobile Club, organizers of motor sports events in England, announced that no more events would be held in Britain while the crisis exists.

At present, the vast resources of petroleum deposits under the desert sands of the Middle East are held by the West, but the hold is not firm. Situated just south of the Russian border, these oil-rich nations offer good opportunities for Communist penetration. If the Suez Canal is closed permanently, delivery of this oil to Western Europe and the United States would be greatly slowed down, even though the oil itself remained in the hands of the Western Nations.

country in the world, with over 60 million vehicles of all types on our roads. And the growth of multi-car homes continues; over 15 per cent of the families in America now own two or more cars.

Supposing you are the head of one of these families? What can you do if gas rationing comes? The obvious first step is to use your car as little as possible, cutting out the pleasure trips and the extra errand running that seems to be a part of everyone's daily existence. And you can pool your transportation for to-and-from-work driving, too.

Now comes the hard part. You can change your driving habits so that you can get more miles to the gallon, or so you can at least get *all* the gas mileage your car can deliver. Americans are jerky drivers, and this isn't meant to be a pun. They come up to a stop light fast, slam on the brakes, and as soon as the light turns green, they step on it for a fast getaway. Great for wearing out your car as well as for pouring fuel down the drain.

It's been said over and over again that 90 per cent of improving fuel economy is up to the driver. This is easily proven by comparing the fuel consumption records of our Mobilgas Economy Runs with

When descending the other side of the summit, avoid use of your brakes, for this is lost energy.

The appetite of the engine is increased with speed, although not as much as when accelerating and hill-climbing. Fast driving at 80 mph will get you about 10 fewer miles to the gallon than if you drive at 35 mph where the effect of wind and friction is less.

Most important in all this striving for economy, however, is this: if you can become a truly *smooth* driver, the needle on your fuel gauge will drop far more slowly.

While behind-the-wheel driving behavior is the most important factor in conserving gasoline, the car itself plays its part also. You can't expect a car with sticking valves, dragging brakes, or out-of-line wheels to give you very good performance in acceleration, and you can't expect such a poorly conditioned car to give you good gas mileage either.

The automobiles used in the Mobilgas Economy Run, although stock, are in the very best mechanical condition. Here are some tips that you can use in getting your car into shape to give you the best possible mileage.

IF GASOLINE RATIONING COMES . . .

...increased fuel economy will be your prime concern. This article will help you get the most from your gas allotment

As we go to press the U.S. has already begun to supply gas-starved Europe to the tune of 500,000 barrels a day. This, according to Arthur S. Fleming, director of the Office of Defense Mobilization, will not create shortages in this nation. Yet in the same breath he states, "The United States must be prepared for a general mobilization." We all know what this meant at the beginning of World War II, and it didn't take long before gas rationing was put into effect.

Is the average American motorist prepared for gas rationing? Obviously not, since the importance of economy transportation in the United States has decreased considerably in the past seven years.

Gas rationing, or even the remote possibility of it, is a major threat to the way of life of most American families. Today, we are more dependent than ever on the automobile. We have the highest percentage of passenger car ownership of any

those that you may have kept on your own car. Strictly factory-produced stock cars are used on these runs, and they are no different from the automobile you may drive away from your favorite showroom. Yet, with skillful light foot application on that accelerator pedal, the drivers on the Economy Runs have increased the number of miles per gallon by a considerable margin over those figures obtained in tank mileage fuel checks on any cars reported on in MOTOR TREND road tests, for instance.

Even though these are the days of emphasis by the copywriters on the fast getaway, the easy hill-climbing ability of the high-horsepower cars, you will have to abandon the pleasures of "instant response" if you want to conserve fuel. Hold accelerating to a minimum. Pace yourself to avoid unnecessary stops. Fewer stops can mean 10 to 25 per cent better mileage.

"Streaking up a hill" will have to go, too. You can make driving on hills less costly by climbing them at a slower speed.

Tune-Up Tips for Better Mileage

In the first place, to obtain the lowest fuel consumption rate possible, you must consider every moving part in the car and attempt to reduce friction to the absolute minimum. Tires, for example, should be inflated to a point where they are solid enough to reduce rolling friction to a minimum, but be careful not to over-inflate. Correct alignment of the wheels is important, too, for the same reasons. If the brakes drag the least bit, it will effect fuel economy. Have them adjusted with a slightly greater gap than specified between the drum and shoe, giving you a lower pedal, and have them adjusted more frequently.

The engine should be in tip-top tune. This statement, of course, covers a lot of territory, so let's see what is meant by it. The engine should be as clean internally as possible. Sludge and gum deposits around the valves, in the carburetor, and in the oil pan should be removed. Dirt-clogged

air cleaners can cause an over-rich fuel mixture, cutting gas mileage by five per cent or more. A switch to one of the new paper-type air cleaners may be the answer.

A fast-idling carburetor adjustment can eat up gas, especially in city driving. The carburetor jets need regular checking. When clogged with dirt or other deposits, they create a lean mixture that causes power-wasting knock. When worn over-size, they create a wastefully over-rich gas mixture. The sediment bowl used on some cars should be cleaned regularly to prevent dirt from reaching and clogging or wearing carburetor jets. The float bowl level should be checked to be sure the float is at the proper level and moving freely. If not, the carburetor may overflow and waste gas. For all-out economy, you may replace the standard main metering jet with a one-size-smaller jet. This will save you three to five per cent more fuel at sea level and will increase this percentage with altitude. A word of warning:

only the *next* size smaller jet is recommended, because you can make a fuel mixture too lean, in which case gas mileage will get worse instead of better, and permanent engine damage such as burned valves and pistons will result.

Another item that often causes more fuel to be used than necessary is the manifold damper or manifold heat valve. The coil-type spring in this device usually loses its tension with age and use. Sometimes it becomes so dirty and clogged that it simply "freezes" up, dropping the volumetric efficiency. The automatic choke and the throttle rods should move freely also, to insure proper and economical operation.

The car's ignition and electrical systems will affect fuel economy. If the battery is weak, you can waste gas through hard starting. If the terminals are dirty or corroded, the generator will take more horsepower from the engine to keep the battery charged.

The points in the distributor must be

clean and in adjustment to keep the engine from running roughly and wasting gas. Faulty spark timing can rob you not only of gasoline but power as well. An over-retarded spark doesn't give you proper combustion in the cylinder chamber. An over-advanced spark causes power-wasting knock. A mechanic can set the distributor by a synchrograph machine in a few minutes, checking the vacuum advance and automatic advance according to the manufacturer's distributor curve.

Keep the spark plugs clean and set with the correct gap; it will pay off in better mileage and performance.

A weak or defective condenser or coil can waste gas through hard starting, loss of power, and uneven running. An improperly operating voltage regulator can also cause trouble in the electrical system.

The proper weight oil in the engine affects fuel consumption. An S.A.E. 10-weight oil has a light viscosity and will re-

continued on next page

WIDE WORLD



by Jim Potter



THE UNICAR plastic-bodied coupe uses a rear mounted Anzani two-stroke two-cylinder engine to drive to speeds of 60 mph with around 50 miles per gallon fuel consumption.

duce shear friction, especially in cold-weather operation. A 30-weight oil is more viscous, and in extremely cold temperatures this oil is quite thick until well heated. This results in difficult starting, a heavy work load for the engine, and sometimes in insufficient lubrication of critical engine parts as well. The cross-graded oils are perhaps the best ones to use, such as 10/30 or 5/20. Use the highest weight oil that your engine can take consistent with manufacturer's specifications and the climate, and without sacrificing oil pressure or actually consuming the oil in any great quantity. Of course, clean oil is highly important in maintaining minimum friction and wear in the engine; so if your car has an oil filter, be sure the cartridge is either cleaned or replaced regularly. If it hasn't one, get one.

The exhaust system must not be overlooked in our quest for all-out fuel economy. Anything that produces back-pressure in the engine causes it to work harder than necessary. A clogged, rusted muffler or tail pipe, then, will have to go. Dual exhausts and specially designed exhaust manifolds, of course, help this problem of reducing back pressure, and can give you better mileage if you don't use the added power.

There are some additional tricks that you can perform to get better mileage, but some will cost you a little in the performance department. One idea is to replace the thermostat in your cooling system so that your engine will run hotter, literally. Most thermostats are set up to operate at 140° to 150°F; if replaced with one that operates at 180°F, you can increase the thermal efficiency of the engine and therefore fuel consumption.

Increases in compression ratio will help if the engine is not one that already has gone the limit in this respect for present pump fuels. Don't go above 10 to 1 (much less for many engines) if you do decide on an increase. Make sure the valve to piston clearance is adequate and the crank and other parts can take the strain. Have an excellent mechanic do any work you decide on. If you set your spark advance so that ignition is achieved for a maximum economy curve (*i.e.*, for light-foot throttle operation all the time) you'll get proper combustion of the fuel in the engine and be able to save gas in the process. Of course, the problem of proper spark settings and fuel/air mixtures is far more complex than is given here. If you're determined to get the most out of your gasoline dollar, the best possible solution is to let an expert adjust these items to correspond with your driving conditions and habits.

What About Fuel-Saving Devices?

In every automotive magazine, you'll find a few advertisements for devices supposedly designed to increase your car's

IF GASOLINE RATIONING COMES . . .

will you be



ANOTHER REAR ENGINED CAR is the Maico 500, a German export with a two-cylinder two-cycle engine capable of near complete gasoline abstinence.

gas mileage. Most of these gadgets are harmless enough; they'll increase gas mileage in some instances, but they will also decrease performance to some extent. Not so, though, with the fuel cut-off devices currently undergoing experimentation and testing by various automotive manufacturers.

These latter devices, not yet on production automobiles nor offered for sale as accessories, are designed primarily to cope with the smog problem. Their purpose is to limit or shut off fuel flow to the carburetor during deceleration, to eliminate unburned hydrocarbons from the exhaust. A by-product of this effort, of course, is a savings in fuel. (See December MT, page 54.)

One item which only affects fuel economy if the driver uses it as a guide to drive by is the vacuum gauge. Strictly an accessory item, except for Studebaker on their Hawk series, the gauge will tell you the range in which the engine is operating at its peak fuel efficiency. But, it's like a rip-cord on a parachute: if you don't use it, it won't do you any good.

Horsepower and Fuel Economy

The question often comes up: "Do big horsepower engines take more gas than smaller-bore powerplants?" You will be particularly concerned with this problem if gas rationing does come. Whether or not to turn in the Cadillac for a Chevy because outwardly you would think that the Chevy would give you better gas mileage, not only because of the horsepower difference in the two engines but also because of the weight variance. However, according to tests conducted by the Ethyl Corp., greater fuel economy is sometimes achieved by the bigger-bore engines at highway cruising speeds. Up to 40 mph,

the smaller-engined car was more economical, but at 50 and 60 mph, respectively, a Chevy and an Olds had the same fuel economy. At 70 mph, the Olds had better fuel economy than the Chevy. This is explained by the fact that smaller output engines produce less manifold pressure at high speeds. Because of this, their carburetors cut into the power mixture sooner and a richer mixture is fed into these cylinders at speeds of 70 mph and above than in the bigger engines.

Of course, this isn't the complete picture. When you consider the weight factor, you have another set of problems, and a lot depends on the type of terrain over which you normally drive. On hills the bigger engines work less, but the car in which they're installed usually weighs more, so they have more

be quite strong to reduce the work load of the engine, as each and every one of these luxury items takes fuel in one form or another to operate.

Regular vs. Premium Gasoline

To get more value for your gas dollar, it is also wise to consider the grade gasoline that you use in your car. Even though you have a high-compression engine, if it is designed to operate on regular-grade fuel, you're pouring money down the drain if you're buying premium fuel for it. Once the maximum anti-knock requirement is satisfied, there is no more performance to be gained by paying for a higher-octane fuel. In order to take advantage of premium-grade gasoline, per-

Driving one of these?

GORDON WILKINS



SUNTHA MOLTEN

THREE WHEELS is the giveaway that identifies the latest Bond Minicar. A single-cylinder Villiers engine rests above the front wheel, and gives owners up to 80 mpg! To the far right is the newest Goggomobil, a tiny German coupe which is vastly improved over the previous model.

pounds to lift over the top of the rise before they can coast.

Perhaps this relationship between horsepower and fuel economy can be illustrated best by two trips taken from Los Angeles to Sacramento under nearly identical driving conditions and by the same driver. Car A weighed within 50 pounds of Car B, but Car A had a 225-horsepower engine under the hood while Car B had a 100-hp powerplant. Travelling at speeds of 60 to 65 mph, Car A with the 225-hp engine obtained 18 miles per gallon. Car B with the smaller engine got only 16.5 mpg. Although the two trips were taken at different times, the mileage on each of the engines was close to the same, indicating that the later-model 225-hp engine was more efficient from a basic design standpoint than the other engine.

The Influence of Accessories

If you're not satisfied with the gas mileage your late-model car is giving, perhaps you should consider the amount of work that the engine is actually putting out. Cars today are often loaded with power-operating equipment. Power windows, power seats, power brakes, power steering, power tops (convertibles), and now power vent windows! Then you probably have a radio, heater, and perhaps even an air-conditioning system. All of these, plus an automatic transmission, take horsepower from the engine to operate. Is it any wonder that the manufacturers have increased the power output of their engines to keep up with all the convenience items that they sell you? Of course, it follows that if you're really serious about fuel economy, you'll do without some of the gadgetry on the next car that you order, or disconnect some of those you have on your present car. If gas rationing comes, the incentive might

haps your car should be more finely tuned with a higher compression ratio and other alterations.

Other Fuels Than Gasoline

Once gas rationing comes, people immediately turn to the possibility of using other fuels in their cars. With propane or butane (gaseous petroleum products liquefy at high pressure) you'll get longer engine life because they are cleaner burning fuels than gasoline. However, it'll cost you close to \$200 to install the high-pressure storage tank and fuel system. Mileage is actually less with these fuels because the BTU (British Thermal Unit) ratings are less than gasoline's, usually giving you poorer performance from a power standpoint also. Another disadvantage is the inconvenience because of the fewer retail outlets.

Charcoal burners were used in India during the last war with some success, but the "furnace in the trunk" would certainly become a last-resort measure in this country. Steam, of course, is out for the same basic reason that eliminates Diesel, alcohol, kerosene, and similar fuels: prohibitive cost.

Ideas Not Yet on the Market

Development in the future that might change the fuel consumption picture in this country are new engine designs that will operate on any kind of fuel. Ford's and GM's free-piston engines are in the experimental stage. So are the turbine-powered cars of Rover, Fiat, Chrysler and others. These engines are supposed to be able to operate on just about any kind of fuel, but at this stage they fairly drink the stuff, meaning high expense.

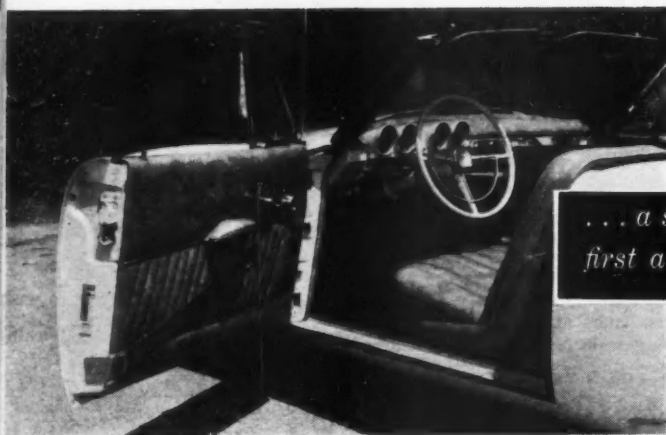
continued on page 70



NEW REAR FENDERS were mounted 2.5 inches higher than normal and extended to form conservative fins. Rectangular lucite tail light lenses were formed to fit the hooded openings and Ford parking light lenses made perfect light diffusers. The rear deck hardware was removed and the deck extended down to the bumper, with the latch handle conveniently located under the gas tank filler flap. The rear bumper was made up from the stock bumper, with the addition of a '54 Buick top rail

Home Brewed

Beauty



... a svelte Stude, the result of a customizer's first and very successful attempt at the art.

INSIDE, the instrument panel was inverted, and the instruments replaced right side up. An extra speedometer head was connected to a crankshaft tachometer drive and both speedometer heads were calibrated to the limits of accuracy possible. The remainder of the dash and the window moldings were then padded and covered with Naugahyde to match the rest of the interior upholstery which is light brown in color.

by Paul Sorber

EXCELLENT TASTE is the keynote of this classically simple '53 Studebaker custom. Most customizers sacrifice beauty for individuality, but this particular design has accomplished both objectives. Clean, smooth-flowing lines without superfluous adornment are the result of many weeks at the drawing board, before commencing the actual modifications. This avoids the pitfall of most custom builders the "do it as I think of it" method. As for individuality, this is a convertible, a body type that Studebaker didn't manufacture; it's unique, in some ways a far more beautiful automobile than the already attractive '53 two-door hardtop it grew from.

The man responsible for this automotive gem is general building contractor: Rudy O. Dethloff, 842 Stanford Ave., University City 24, Mo. His complete records of the transformation show that he spent 3674 working hours on this job, not including the time at the drawing board or scouting around for parts and equipment. After buying the car, Dethloff spent \$206 for tools, \$1058 for body and chassis parts and paint, and \$711 for modifications to the Studebaker V8 engine. He started work on November 23, 1953, and finished the final touching-up on August 14, 1956, just a few days short of 34 months of part-time work! Paint is a standard '55 Cadillac color—Goddess Gold—and it covers a car which is certainly one of the most beautiful customs ever built.



EVERY PART of the body was modified, from front to rear, including the bumpers. The original metal top was removed, the windshield was lowered by flattening the raised portion of the body at the base of the frame, and a hydraulically operated '52 Chevy top was installed. The top was covered with a white synthetic fiber which has a black moleskin interior finish.

PHOTOS BY COLIN CREITZ



IN FRONT, the hood was trimmed in the center and a new piece of metal fitted, resulting in an air scoop. Stock grille bars, with the lettering removed, were used above the special bumper made from a '54 Buick top rail and '53 Studebaker bottom rail, bent to match and rechromed. Fenders were extended over the trimmed headlight rings and faired into the '54 Plymouth gravel guard and the under-bumper air scoop.

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"IT IS A ROUGH ROAD that leads to the heights of greatness." Seneca (8 B.C.—A.D. 65) said it, and Wilbur Shaw most certainly believed it. He had agonizing experiences that helped him achieve the fame he so rightly deserved. One of the roughest, and paradoxically most entertaining, of these is covered in Chapter 19 of his autobiography, GENTLEMEN, START YOUR ENGINES (copyright 1955 by Coward McCann, Inc., New York).—Editor



L EON DURAY had a four-cylinder, 220-cubic-inch Offenhauser engine in a 91-inch Miller chassis which had been shortened, and used a cross spring in the rear. He had been invited to compete in Monza (Italy) in 1932 and wanted Wilbur to drive for him. After one more race at the famed Ascot Speedway (Los Angeles) they were scheduled to drive to New York and sail for Genoa. That's when his troubles began.

Shaw was leading the field when a right rear tire blew and put him into the fence. Shaw was pretty banged up and the car was damaged so badly that their trip to Europe seemed postponed indefinitely. While the car was being rebuilt, Shaw mended and rested. Then the car, along with spare parts and a 91.5-cubic-inch engine, was loaded onto a truck that Shaw was to drive cross-country. (Duray took the train.) About the jouncing, accelerator-to-the-floorboard trip, Shaw said, "I doubt if I could have made it in time without the help of Boots, my wife." From Indianapolis to New York he was on his own.

"My hazy recollection of that solo trip from Indianapolis to New York," Shaw continues, "seems more like a bad dream than an actual experience. It was agony. In order to stay awake I drove with all of the windows and ventilators open despite the chilly fall weather. I whistled and sang. On two or three occasions, as a last resort, I pulled over to the side of the highway and ran down the road and back for 50 or 100 yards in order to get wide awake.

"Crawling up some of the long hills in the East in low-low gear, at no more than three miles an hour, I was tormented by the thought of arriving too late to catch the boat. It was a dreadful feeling to have the engine running wide open and be moving at such a snail's pace. On the down grades it was almost suicidal, because I let the truck run as fast as it would go, hoping to make up lost time and still get around the next turn successfully.

"It was about eight o'clock in the morning when I reached our designated meeting place in New York. 'Where in the world have you been?' asked Leon, as though I had taken a short pleasure trip for an hour or so.

"Since then I've thought of a hundred different clever replies I might have made, but at the time I was too tired to do anything except glare at him.

"He hadn't been idle himself, however. Somehow or other he had managed to make all of the necessary passport and visa arrangements for me—except actually sitting for my official 'portrait.' I took care of that chore immediately. I also stayed awake long enough to watch a crew of stevedores slip a net under the big truck and swing it aboard the ship.

"Then I found our cabin and went to sleep. I slept through the afternoon and night, as well as the next day and night, before I awakened. Even then I didn't want to get out of bed. But Léon insisted that I get up and eat something. After a shower and a good meal, I began to feel like a human being again. By the time we docked at Havre, I was back to normal and looking forward to letting Leon show me a bit of Paris en route to Italy.

"We limped into Paris, with a single right rear tire under the heavy load, and got situated in a hotel for the night. Leon had been billed all over the United States as a French driver. Although I knew his correct name was James Stewart, I thought he could speak the language fluently. When I discovered that the only French he knew was *oui* I kidded him unmercifully. I had managed to pick up quite a few French words and was able to get along better than he did.

"GENTLEMEN START

"Early the next morning we purchased a jack and had a wrench made to fit our wheel lugs. Then we changed tires and started a tour of Paris. We paid no attention to the signs which informed us that trucks were not permitted on the boulevards. I think every gendarme in Paris whistled us to a stop and gave us the devil at least once. Each time we would pull into a side street as directed. Then we would drive around the block and get right back on the same boulevard. It was a barrel of fun, with everyone honking their horns and hollering at us. But we saw Paris, nevertheless. In the morning we headed toward the Alps and on down into Italy.

"In order to eliminate all unnecessary stops, we had agreed to take turns driving the truck. This would enable each of us to get a little sleep between tricks at the wheel. But the scenery was too enchanting for us to close our eyes while the sun still was in the sky.

"It was dawn when the combination of a sudden stop and a torrent of Leon's superb profanity awakened me abruptly. We had just rounded a sharp bend while climbing one of the long grades in the Alps. Ahead of us was the most thrilling sight I believe I have ever seen.

"A shepherd had chosen that particular hour to move his flock to new grazing ground. He was wearing a cocky little tyrolean hat and short leather pants held up by bright suspenders. Sheep filled every inch of the narrow road. In the background were the most beautiful mountains in the world, every foot of them terraced and cultivated, in sharp contrast to the rugged Rockies of America.

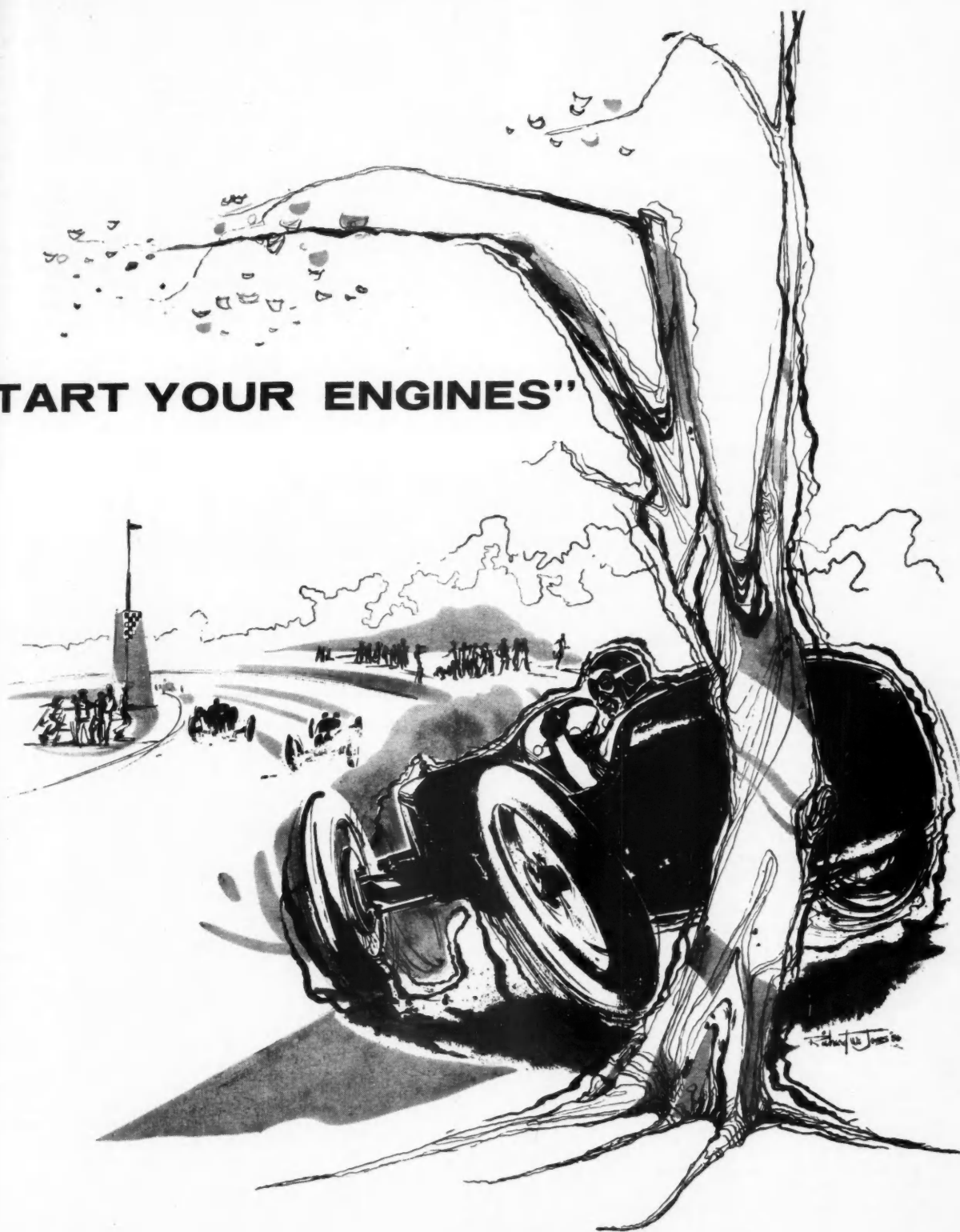
"Ohhing and ahhing like a schoolboy, I whipped out a little camera I had brought with me and snapped pictures until Leon broke the spell. 'Get behind the wheel, Sonnyboy,' he said. 'The sheep are your problem. It's my turn to sleep.'

"With the help of the shepherd, we nudged our way through the sea of wool at the rate of about a half-mile an hour and finally reached the border at the top of the mountain. It must have been near a point where Italy and Switzerland both adjoined France, because customs men from all three nations examined our passports. The race car attracted a great deal of attention and caused a lot of comment. Languages were flying all over the place with everyone trying to talk at the same time until they realized we understood nothing but English.

"It was late in the afternoon, exactly one week prior to race day, when we reached Milano and we drove immediately to Monza, about 20 kilometers from town. We wanted to see the track and get as much information as possible about our

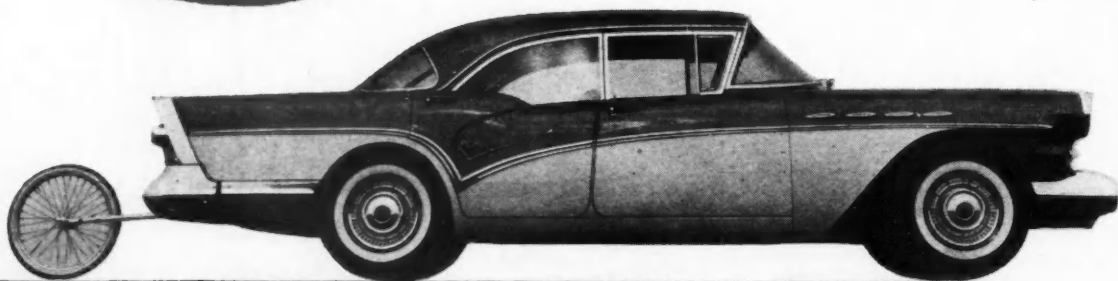
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EN START YOUR ENGINES"



driving the HOT

3



Traditional Buick soft ride and smooth power are the Century's assets

WITH PRICE COVERAGE unmatched by any other make, Buick has stuck to its styling and engineering theories for 1957. Bodies throughout the line, though entirely redesigned, keep Buick's traditionally substantial look, and you'll have no trouble recognizing a '57 of any series as a relative of earlier models. This is great good news for those who want to keep their older versions, even if it means less excitement for this year's buyers.

Ball-joint front suspension is a welcome addition to Buick features, which otherwise would be recognized throughout the world even without a nameplate. The coil springs all around, the torque-tube drive and Dynaflow (which now share a lower silhouette), and the vertical-overhead-valve V8 remain characteristically Buick.

Will Buick hold on to the coveted No. 3 sales spot in the face of Plymouth's comparatively radical new car? Only time can answer that; in the meantime, canny and patient buyers may benefit from the rivalry among almost all makes.

The test car had the full list of equipment, through Dynaflow (standard equipment on the Century), power steering and power brakes up to electric windows and the six-way power seat. The luxury fixin's at the end of the list are a matter of your personality, we suppose, but don't be hasty to order any Buick without the three basics—automatic transmission, power brakes, power steering. The unexcelled smoothness of Dynaflow is, we feel, a top reason for Buick's sales popularity. Since tilting became legal for the stator vanes, it no longer takes a back seat in accelerating ability; fuel economy is not its strong point, but if you're inclined toward a Special with stick shift, consider its

THESE DAYS when hot ones are hotter than ever and even the "coldest" cars would have made electrifying news a few years back, it pays to sit down and take stock. One of our test cars this month, the Oldsmobile Super 88, can be said to have started all this with its first '49 model. The Buick Century, a straight-eight wonder in its original '36-'42 version, had its renaissance three years ago, and is still a car to point at. The first Dodge D-500 appeared last year, and differs from the first two in being an engine-and-suspension combination that can transform any "ordinary" Dodge into something extraordinary.

At this moment, the three are leading performance cars that come in a variety of models, making them suitable for use as combination toys and workhorses. With the Big Three cars (tested last month) creeping ever higher on the price ladder, and with U.S. tastes doing the same, the Hot Three have more serious sales prospects than ever before. But even if you aren't in this lucky group, come read the results of our tests on a trio of likeable bombs.

an MT Research report by Pete Molson

probably poor resale potential when you've grown tired of it.

A Buick is frankly heavy to handle without power-assisted steering. The power brakes were too sensitive for us. As on other makes, the really big advantage of power brakes is the low pedal, so easy to get to in quick-moving traffic.

Does It Handle Differently?

Only slightly. There's a welcome change in the steering, thanks to the new ball joints: in tight spots, owners of '57 Buicks will be able to pinpoint their direction instead of just suggesting it. Aside from this, the signals reaching the driver are unchanged. It takes four turns lock to lock (it seemed like more before we counted them) and an unpleasant vibration is visible in the drivers' hands on the wheel and very evident to all passengers at 60 to 65 mph. It appears to be a chronic complaint, present in MOTOR TREND's '55 Buick and in countless '56s we have driven. Tire replacement and wheel balancing have done nothing to alleviate it. We would appreciate hearing from any owner or dealer who has the remedy.

There's a new driving position, the recontoured Dynaflow and torque tube combining to lower the central hump, and the recessed-hub wheel now being low enough for even a tiny woman to see over. There may be times when you wish you could get farther away from it. The thermometer-type speedometer uses a diagonal line that denotes your speed range rather than exact mph, and the four traditional gauges sit on top of it, unaided by warning lights. The panel top is vinyl covered but unpadded—it's standard from Centuries up—and the lower

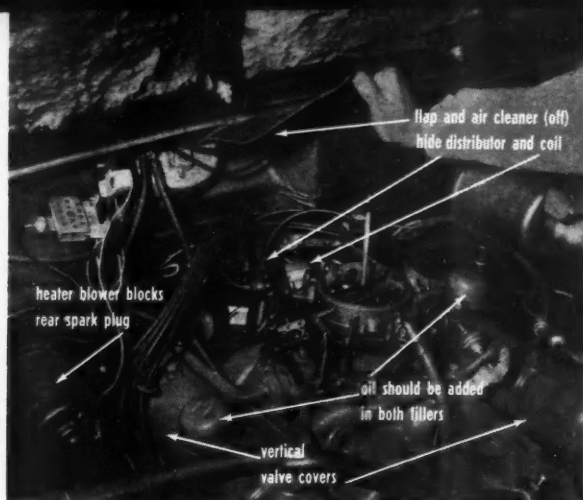
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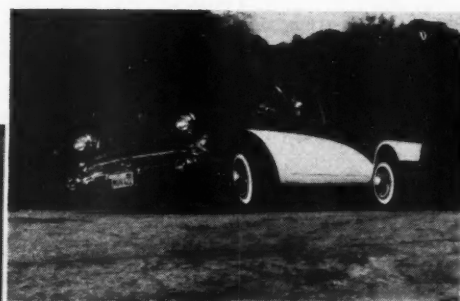
GETTING UNDER the hood is a two-handed job. Once there, you'll find a well-filled compartment.



BUICK



PHOTOS BY BOB D'OLIVO



RADIUS RODS, plus the traditional torque-tube drive, prevent undesirable rear-end windup when you take off in a hurry. Coil springs all around yield a floating sensation over bumps or at speed.

ROAD TEST

continued from preceding page

roll that covers the glove compartment has a firm foam base; it will cost you extra on all but Roadmasters. Glove compartment and ashtray are handy to the driver. Long-legged drivers may not find enough space. Vision, exactly like that on the Olds, is fine except for a solidly mounted rear-view mirror that can mean a severe blind spot for a driver above average height; it is not sufficiently adjustable to overcome this. Rear-window distortion (in the corner triangles) is irritating but not a major fault.

Buick's highway handling, greatly favored by some, is too mushy for us. On bad dips it loses its head, coming out with a great bounding and wallowing that could mean trouble. Sharp

BUICK

ROAD TEST

curves mean discomfort, mental and physical, for the driver. Stiffer shock absorbers should be added to your '57 Buick for security, even if you dislike what they do to the soft ride.

The poor factors of Buick's handling are the more distressing because they accompany some excellent traits, and one can't help feel how desirable a package this could be with a few changes. Constant correcting isn't needed. Wind gusts and roads with high crowns have practically no effect on your smooth progress, unlike almost any car we can name. Jerk the wheel sharply (it could happen to you) and the car will find its previous course as though it had an automatic pilot, even if you're on a rough road. When Buick licks its marshmallow handling and its shakes, it will be a car for even more makes to worry about. We predict this will happen whenever Buick goes to air suspension.

Like almost everything else, Buick is longer this year. The increase here is a little over three inches, making it now just a fraction of an inch different from the Olds.

Is Roadability Better?

Yes, it is. Not a car to play around with—and practically no buyers get one for that purpose—it has its feet planted firmer than it did last year. Trying it on turns, we found that keeping the gear lever in L was the best policy for quick maneuvering. Thus armed, it even righted itself after a wet-pavement slide when we released the wheel and hit the gas. When you've cornered as you shouldn't have, you'll find yourself in a drift if the surface is smooth, a slide if it's choppy.

The Buick Century weighs 50 pounds more than the Olds Super 88 tested on page 34, but it carries 100 more pounds on its rear wheels.

Is It Much Hotter This Year?

No, in fact it wasn't as hot in some of the standing-start acceleration tests. Most everyone knows that horsepower figures are more the province of the advertising department than that of engineering, but a 45-horsepower increase should show up in something besides a two-mph increase in top speed through the quarter-mile.

There is, however, a delightful improvement in passing speeds, where the 59 pounds-feet torque increase (from 42 more inches of displacement) comes into its own. A good 3.2 seconds fell off the Century's 50-to-80 record for last year, so not many slow-pokes should seriously impede your progress on the highway.

We did much better in these runs by using LOW range until a true 60 mph, or even beyond (while keeping a wary ear cocked for valve float).

Is Economy Up for '57?

The answer to this question is "You have to know how to drive a Dynaflo." If you slam the accelerator down to the floor at every traffic light, you'll get the disappointingly low mileage that some people report from their Buicks. If you remember that Dynaflo was originally intended to ease the *mental* as well as the physical strain of gear-shifting, then lean back and take things easy. Make a couple of acceleration tests, one with the throttle flat on the floor and one giving the car only what it seems able to use. It may take you a while to feel this out; at first it will seem slow, but if you'll time yourself on a quiet stretch we believe you'll be amazed at the small difference in your acceleration times. If you use the take-your-time method, you may later be amazed at the large difference in your gas mileage.

As can often be anticipated, the big horsepower jump shot fuel economy downward in the lower speed ranges and improved it at the upper end. Though steady-speed mileage at 30 mph was almost a mile per gallon less than last year, at 75 mph it was over a mile per gallon more.

While driving in traffic—and, we must admit, not always using the method we recommended above—our fuel mileage dropped slightly from last year. On the road, with no particular attempt at thrift, it was not at all bad for this heavy and powerful car.

Have the Brakes Changed?

Not basically. Their size is the same (173 effective square inches). Twelve-inch, centrifugally cast iron drums are still possible, since Buick retains 15-inch wheels. Results of our fade tests follow: First three stops O.K.; hard pedal first noticed on fourth stop, when 15 feet per second per second deceleration rate could still be maintained; harder pedal on fifth stop made it impossible to maintain more than 14 feet rate. On stop No. 6 the rate decreased to 13 and then to 12; on No. 7 it dropped to 11 at 20 mph. The eighth stop showed a sharp increase in fade, the deceleration rate dropping to nine feet; on the ninth stop the rate was 11 at 40, 10 at 30, and nine at 20. Swerving to the left started on the 10th stop and continued through No. 12, when it was joined by a subsequent swerve to the right. Ultimately, a deceleration rate of eight feet per second per second was the best possible.

Buick's fine left-foot-operated parking brake, which has just recently begun to appear on other cars, took a little too much pressure to set on the test car. The hand release is the easiest ever: instead of pulling, you press lightly upward and the job is done.

Does It Still Have the Buick Ride?

Like a pillow, soft and floating, because of which you'll pay some penalties previously noted under roadability and handling. Stiffer shocks would make connoisseurs happier and would perhaps please even soft-ride lovers; they would stay in their places better on curves. One attribute with which stiffer shocks could certainly please all hands would be elimination of bottoming on rugged dips.

It's imperative that Buick engineers find, and eliminate, the wracking vibration that displeased all drivers and riders in the test car. Someone suggested a cause that sounds absurd at first: Dynaflo. The ultra-smoothness of this unit would seem the last place to look for such a trouble, but the fact remains that drive line vibration, rather than the front end, seems a likely cause for the palsy. However, neither transmissions nor suspension have changed much since days of pre-shake model Buicks.

continued on page 36

Performance

'57 (300-bhp engine)

REAR-WHEEL HORSEPOWER

Clayton chassis dynamometer showed:
120 road hp @ 2500 rpm and 72 mph
116 road hp @ 3000 rpm and 97 mph
140 road hp (max.) @ 2500 rpm
and 84 mph

SPEEDOMETER ERROR

Read 31 at true 30, 48 at 45, 54 at 50,
65 at 60, 81 at 75, 87 at 80

ACCELERATION

From Standing Start

0-45 mph 6.9 0-60 mph 10.1

Quarter-mile 17.6 and 81 mph

Passing Speeds

30-50 mph 3.7 45-60 mph 3.1

50-80 mph 8.4

FUEL CONSUMPTION

Using Mobilgas Special

Steady Speeds

19.5 mpg @ 30 18.5 mpg @ 45

16.7 mpg @ 60 13.9 mpg @ 75

Stop-and-Go Driving

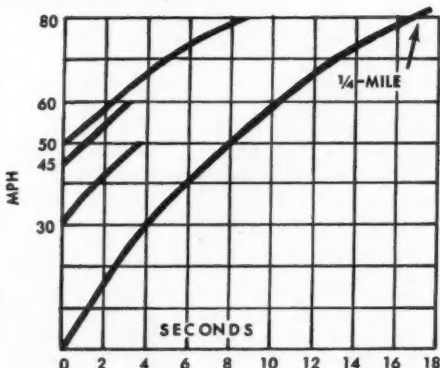
10.7 mpg tank average for 133 miles

Highway Driving

15.6 mpg tank average for 131 miles

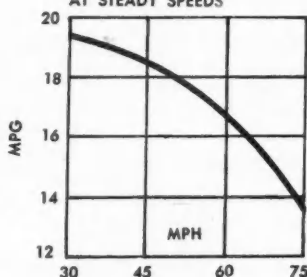
OIL CONSUMPTION

Two quarts added in 1189 miles



ACCELERATION

FUEL CONSUMPTION AT STEADY SPEEDS



Specifications

ENGINE: OHV V8. Bore 4.125 in. Stroke 3.4 in. Stroke/bore ratio 0.82:1. Compression ratio 10.0:1. Displacement 364 cu. in. Advertised bhp 300 @ 4600 rpm. Bhp per cu. in. 0.83. Piston speed @ max. bhp 2606 ft. per min. Max. bmep 165.7 psi. Max. torque 400 lbs.-ft. @ 3200 rpm.

TRANSMISSION: Standard transmission on Special only is three-speed synchromesh with helical gears. Automatic transmission is five-element torque converter; ratios: Drive, 1 x converter ratio; Low, 1.82 x converter ratio; maximum converter ratio at stall, 3.5 @ 2800 rpm. Overdrive is not available.

REAR-AXLE RATIOS: Automatic 3.07.

STEERING: Turning diameter 43.2 ft. Turns lock to lock 5. Overall ratio 28.8:1. Type: mechanical, recirculating ball nut; power, recirculating ball nut integral with power piston.

WEIGHT: Test car with gas, oil and water, 4530 lbs.

(54% front, 46% rear). Test car weight/bhp ratio 15:1.

DIMENSIONS: Wheelbase 122.0 in., overall length 208.4 in., overall height 58.7 in., overall width 74.8 in., front tread 59.5 in., rear tread 59.0 in., rear overhang 52.0 in.

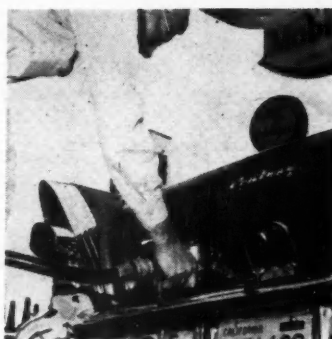
TIRES: 7.60 x 15 tubeless.

PRICES (including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight): **SPECIAL** two-door sedan \$2545, four-door sedan \$2609, two-door hardtop \$2653, four-door hardtop \$2729, convertible \$2936, four-door station wagon \$2996, four-door hardtop station wagon \$3116. **CENTURY** two-door hardtop \$3212, four-door hardtop \$3296, convertible \$3540, four-door hardtop station wagon \$3648. **SUPER** two-door hardtop \$3478, four-door hardtop \$3623, convertible \$3843. **ROADMASTER** two-door hardtop \$3872, four-door hardtop \$3981, convertible \$3994. (Dynaflow standard on Century, Super and Roadmaster. Power steering standard on Super and Roadmaster.)

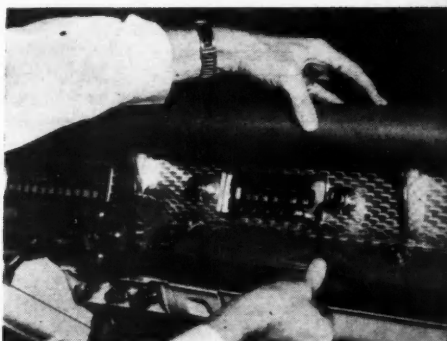
'56 (255-bhp engine)



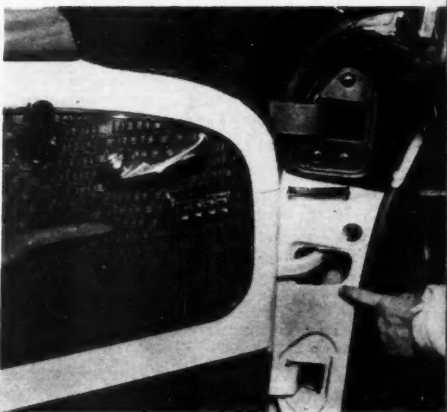
SEATING FOR ANYONE is ready in a second with the optional power seat.



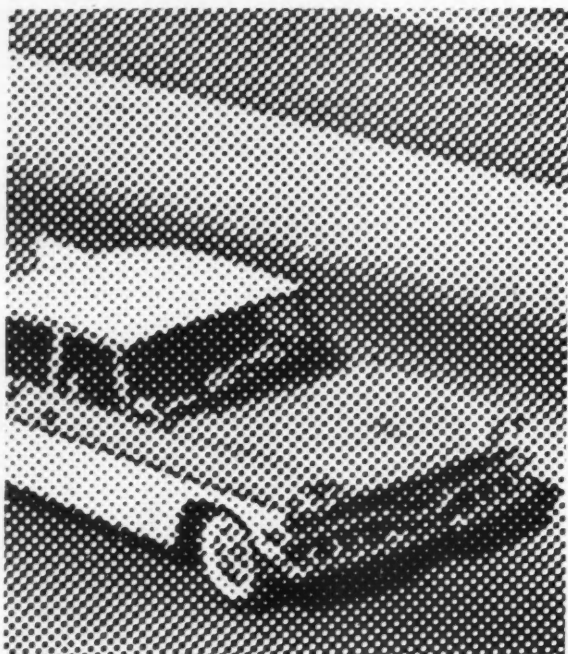
CENTRAL BUMPER DOOR ends searching for latest hiding spot for gas filler.



BANG YOUR HEAD on the lower roll only. The upper one isn't padded.



HASTY WORK is evident in ragged cutout for door check. Note Chevrolet hardware.



Do you wish some car would put sport back in driving? The D-500 has done it

UNLIKE THE OTHERS of the Hot Three, the Dodge D-500 is something of a specialty product. Introduced in 1956, the model has been radically redesigned this year along with every other car that bears the Chrysler stamp.

In last month's Plymouth road test we took you driving in that all-new car, which has not only the softest ride but also the finest handling among the Big Three at the bottom end of the price ladder. The other models in the Dodge line are in a similarly enviable position in their price class. But this D-500 is for the special buyer who wants superb handling above all other driving considerations. He or she must expect a stiff liaison with the road; the soft ride of other Chrysler products has been intentionally given up.

Our Custom Royal four-door sedan was not the hottest D-500, but had the single four-barrel carburetor and dual exhausts. Power steering, power brakes, and three-speed TorqueFlite completed the performance options, and electric windows plus a six-way seat added a touch of automation.

Do all these fripperies belong on a performance car? The power steering most certainly does, for handling becomes a drawn-out—though still easy—process without it. Power brakes seem a matter of buyer's preference on the Dodge. TorqueFlite shifts slowly, and so cuts down acceleration times a little; its torque multiplication from a standstill, though, is enough for anyone. Without expensive alterations, the transmission refuses to remain in No. 2 gear beyond an indicated 70 miles per hour, which is barely more than a true 60. Since it's by no means over-revving at that point, we suggest factory changes on at least those TorqueFlites scheduled for use in D-500s. If you're going in for competition, you'll want the hotter D-500 anyway, and you'll order it with a stick shift. But if it's just fun you want, think twice before ruling out the automatic.

The lesser Dodge V8s will not set the road so solidly aflame, nor will their owners' fuel bills be so high. The competition D-500 will cost even more to run. The six is not recommended for most people: it could be pretty much of a white elephant when you go to sell it, though it's a good, tough powerplant.

Is It the Top-Handling Car?

Of this month's group of three cars, this one unquestionably heads the list. There's no basic design difference between this chassis and that of any other contemporary Chrysler product, yet the stiff shock absorbers make a whale of a difference. If it's exhilaration you want from your driving, you should try this one. You'll get no tire squeal at all in normal circumstances, very little when you yield—as inevitably you must—to the car's invitation to hurl it about.

First impressions from the cockpit are that the wheel is too small, that it sits nice and low, and that all cars should have windshields as big as this. Later, we got to like the wheel size—it's sufficient for such easy steering—and we wished that the designers had finished the good job they started. The speedometer on the test car was undecided and inaccurate; the other four gauges sit so low that they can't be read in a hurry. The windshield distorts badly near its corners, affecting even the side mirrors; and the otherwise near-perfect dash-mounted mirror has double vision at almost all speeds.

This is not an automobile that insists you turn it loose on a highway without a speed limit. Many high-powered cars hack and grumble till you let them out, but here is a well-mannered car in traffic. Except for comparative widths, no European car has been more willing to stay in its lane on expressways, and to go exactly where you want it to.

When you do let go, of course, it's even more fun. Vibration is present at most speeds: it comes from the stiff shocks and need not cause concern. Wide open, the car is still glued to the road. Also, it still responds to a flick of your finger (if equipped with power steering) so for health, pay attention! This one won't return to its former course if a child grabs at the wheel. Of course a child has no business in the front seat of a car unless he's belted in, but the point remains that a margin of safety is lacking in such sensitive steering.

A crowned road won't pull you off to the right in the D-500, and wind seems to affect it hardly at all. Going in or out of a cut, the car will swerve unless you correct for the gusts. No matter how high the wind elsewhere, it won't change your car's direction for you.

The wheel doesn't vibrate; the generalized vibration is visible in the center of the low front seat, where padding is necessarily thin; it is a direct transmission of road variations to the driver and passengers, without becoming repeated shock. The feel is comparable at times to that of a stiff classic.

Does the Roadability Match the Handling?

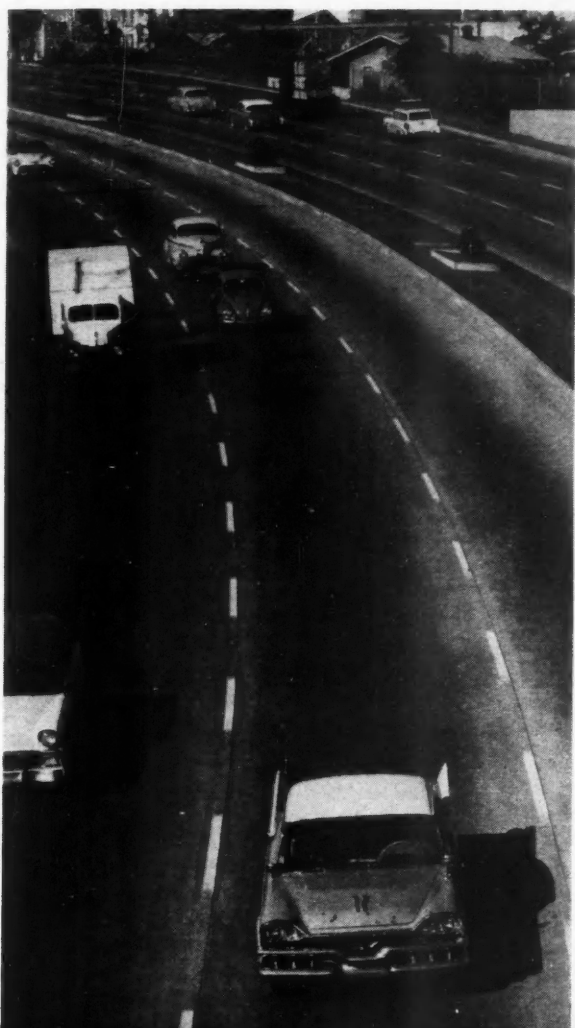
Yes. We have yet to try a U.S. car that can match this one. The other hot Chrysler cars, Plymouth Fury, DeSoto Adventurer and the ultimate 300-C should be as good; see "Spotlight," and there'll be more on them next month.

Weight distribution on the Dodge is far from the 50-50 ideal, so we were prepared for the disconcerting nose-heaviness that so often comes from a heavy powerplant. It was simply not there despite the 2300 pounds plus on the front wheels.

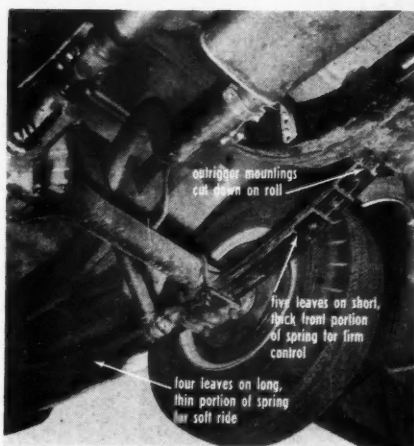
Highway dips won't slow down your progress in this car. We were able to bottom it once in a very deep, ditch-like trough. Most drivers would never bottom this car during its lifetime. Even in this trial, control was never lost due to the total absence of any rebound or tendency to veer right or left. We took rutted and grooved roads in the High Sierra with stability, and the same went for smooth snow. On roads not totally cleared, it was a cinch to pass other cars that had either snow tires or chains. One minor slip was corrected easily, though the power steering pump had ceased to function and there was considerable play at the wheel's rim. (More on this later.)

Even ice or an ill-advised departure from the pavement should not snatch command from your hands. It's pretty easy to get into trouble in any car, if you set your mind to it. This one

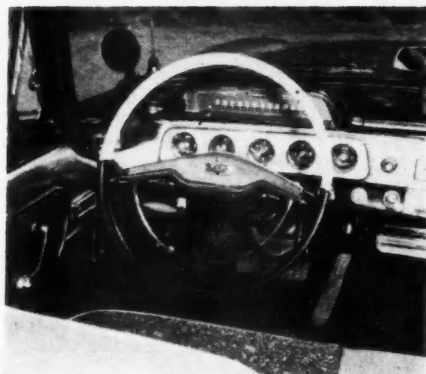
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DODGE

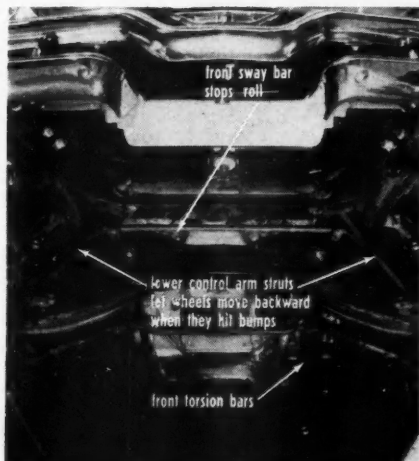


STIFFER SHOCKS mean startling difference from other Dodges in both handling and roadability.



DRIVER has broad but distorted vision, can control tiny steering wheel with a finger if he likes.

UNDERNEATH the D-500, the picture is similar to that of all other '57 Chrysler Corp. cars.



ROAD TEST

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had to put up with a lot more guff from us than we would ever think of giving most test cars, and it came out with a close-to-perfect record. If you do push it too far on a curve it will drift like a sports car, and a nudge of the throttle will bring it back in line like the obedient servant it is.

Has It Much More Go Than Other Dodges?

This "little" D-500 surprised us in the acceleration department in various ways. To begin with, the engine is the original

DODGE

ROAD TEST

Chrysler overhead-valve V8 design, with hemispherical combustion chambers and double rocker arms, and we expected a lot. When both the standing-start and passing-speed figures turned out unremarkable in comparison with other cars, we tinkered around a bit. Removing the air cleaner and wiring open the economy device that ordinarily cuts out the extra two barrels resulted in a notable gain. It was then possible to break the nine-second time regularly in the 0-60 runs, and to beat 17 seconds and clear 81 mph in the quarter-mile. Since these runs were not done with the car in stock condition, they are not included in the data on page 33.

Sharp curves to the left still will wash out the carburetor, diminishing driving enjoyment and even safety at times.

The big thorn in the side of the car's performance, however, is TorqueFlite's mandatory shift to the unaided torque converter just above 60 mph. There's no top limit on LOW (the No. 1 button), so after winding up to a scream and dropping into 2, it's exasperating to experience a slow but sure shift to DRIVE without being consulted. This had better be changed before Daytona Speedweeks this month.

Is It Expensive to Feed?

It's not bad. The most notable feature of its drinking habits was the sharp drop in fuel economy at higher speeds in the steady runs, where a big and powerful mill like this one might well be expected to put out effortless and fairly economical power for cruising. Instead, consumption rose to nearly twice as much at 75 as it had been at 30, and the average at the higher speed was a prohibitive 11.8 mpg.

Our tank mileage in highway driving was much better, as borne out by the steady-speed figure at 60, showing an easy 3½ miles farther on each gallon than at the higher speed.

Like all cars of this nature, this one will give you what you ask for in a performance-economy combination. It was gratifying to find that the sensitive handling could provide as much pleasure in its own way as the acceleration and speed could. Compromise driving of this no-compromise car was a good way to get enjoyment at a price.

Are the Brakes Up to the Rest of the Car?

No. As on all domestic cars, they fade too soon. Fade showed up very slightly on the fourth of our 12 slow-downs from 60 to 20 mph. The pedal required a small extra pressure to maintain the deceleration rate of 15 feet per second per second. No. 5 was a duplicate of No. 4, and No. 6 required a little more; it was on No. 6 that a burning odor was first noticed. No. 7 again duplicated No. 6, but on the eighth stop the pedal went all the way to the floor and it was possible to maintain a deceleration rate of only 13 feet at 40 mph. On the ninth stop the 15-foot rate could be held (barely) and the car swerved to the right. The last three stops were much worse: On No. 10 the car darted to

the right and then to the left; only a 10-foot rate could be held from 45 mph down to 30. A spongy pedal on No. 11 permitted a 13-foot rate while the car darted right and the left front brake then grabbed. The last stop was distinguished by a wild swerve to the right, followed by another to the left. A 13-foot rate could be held as the car stopped, and the smell was exceedingly bad. Cooling off did not take long.

There's rather a long push with the boosted brakes before they take hold, and they then become rather sensitive.

Intelligent use of the No. 2 button on the TorqueFlite makes mountain driving a pleasure and reduces the load on the brakes.

What's the Story in the Engine Room?

A good one, at least up near the front. Even with full power equipment, there's room to maneuver between the radiator and the block. Oil dip sticks and filler neck are handy. If you have to get at the distributor or the rear engine bolts, the situation is more cramped, and it isn't helped by the heater blower that sticks out over the engine.

Does It Ride Well?

If you like a controlled ride, you'll agree that it does. Those who favor a pillowy form of transport won't like it much, but will prefer the stock Dodge with its ride-and-roadability combination. Passengers who don't care to be tossed about like feathers may unexpectedly find that a firm foundation is not so uncomfortable as they thought.

Room, quite sufficient in the front seat, is somewhat limited in back. Better check your passenger-carrying needs carefully here. The middle position in either the front or the back seat is on the second-class side, there being no room for adequate springing between the driveshaft and the low seat cushion.

What's Different About a Dodge?

A fresher feel than you'll notice in most '57 cars, made up not only of the finny styling but of the lower driving position and additional vision. There's also nothing much easier to drive (Plymouth is slightly more compact) when you consider the full-time power steering and the pushbuttons to operate the TorqueFlite. The D-500 is even easier to drive than the softer-riding Dodges because of its split-second response at all times.

This is a lighter car than the others tested in this issue, and it feels it. This impression is partly gained from the finger-light handling, but extends through the sound of the doors when you shut them. It's not an appealing trait but is more a psychological hazard than a physical one.

Chrysler Corp.'s exclusive suspension now seems to be capable of satisfying many buyers. The stock setup will appeal to many Dodge lovers because it retains the traditional soft, smooth ride. The D-500 type will be preferred by fun lovers.

Comments on the styling of this most extreme new Chrysler product seem to have changed since introduction time. Then, we heard mostly "Too wild!" and adverse opinions about the "added-on" fins. Ideas have changed in a short time, and our swept-wing sedan won lots of praise.

Is It Well Built?

The test car was not, containing many a rattle and squeak. Interior paint was sloppy (Dodge should invest in a roll of better-quality masking tape if it insists on two-tone dash panels). An upholstery button came loose, burrowing into the drivers' backs until an infuriated tester tore it off. And that's only a part of the story. We had gone a mere 400 miles when the power steering pump failed (a pin sheared off the shaft at the impeller). The sudden shift from full to no power could easily have gotten us into serious trouble, and we feel that this is an inexcusable failure. In fairness to Dodge, this could have happened on many '57 cars, but the lesson is the same. At the risk of sounding like a broken record, we'll say again that Detroit is not even trying to put most of its products together right.

continued on page 36

'57 (285-bhp engine)

REAR-WHEEL HORSEPOWER

Clayton chassis dynamometer showed:
102 road hp @ 2500 rpm and 82 mph
116 road hp @ 3000 rpm and 115 mph
148 road hp (max.) @ 3700 rpm

SPEEDOMETER ERROR

Read 35 at true 30, 50 at 45, 57 at 50,
68 at 60, 85 at 75, 90 at 80

FUEL CONSUMPTION

Using Mobilgas Special

Steady Speeds

20.5 mpg @ 30 18.0 mph @ 45

15.2 mpg @ 60 11.8 mph @ 75

Stop-and-Go Driving

10.6 mpg tank average for 94 miles

Highway Driving

16.6 mpg tank average for 275 miles

OIL CONSUMPTION

One quart added in 1858 miles

ACCELERATION

From Standing Start

0-45 mph 5.7 0-60 mph 9.4

Quarter-mile 17.2 and 79 mph

Passing Speeds

30-50 mph 3.7 45-60 mph 3.7

50-80 mph 10.9

Performance

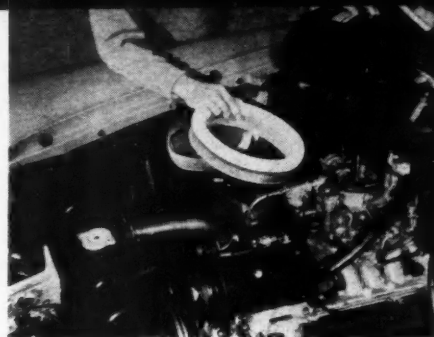


'56 (260-bhp engine)

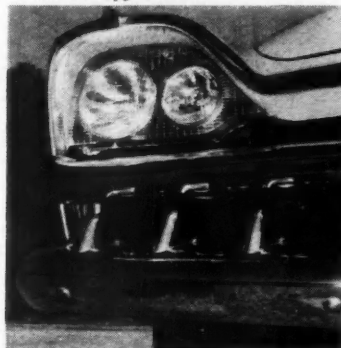
Motor Trend did not
run a complete test
on the '56 D-500

From Standing Start
0-60 mph 9.5

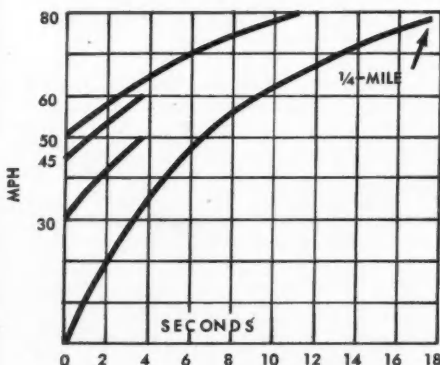
Passing Speeds
50-80 mph 12.0



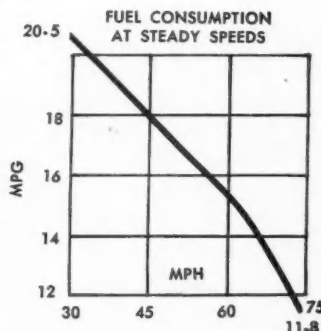
AIR CLEANER is new paper type,
gives little intake obstruction,
can be tapped clean.



NOT TRUE DUALS, Dodge lights
have new look, may be replaced by
twin headlights later.



ACCELERATION



FUEL CONSUMPTION
AT STEADY SPEEDS

Specifications

ENGINE: Ohv V8. Bore 3.69 in. Stroke 3.80 in. Stroke/bore ratio 1.03:1. Compression ratio 9.25:1. Displacement 325 cu. in. Advertised bhp 285. Bhp per cu. in. 0.877. Max. bmep 160 psi. Max. torque 345 lbs.-ft.

TRANSMISSION: Standard transmission is three-speed synchromesh with helical gears. Automatic transmission is TorqueFlite, three-element torque converter with planetary gears; ratios 2.45 x converter ratio, 1.45 x converter ratio, 1.00 x converter ratio. Maximum converter ratio at stall 2.7 @ 1870 rpm.

REAR-AXLE RATIOS: Synchromesh 3.73, automatic 3.36.

STEERING: Turning diameter 43.8 ft. Turns lock to lock 3.4. Overall ratio 19.8:1. Type: mechanical, worm and three-tooth roller; power, symmetrical idler arm, equal length tie rods.

WEIGHT: Test car with gas, oil and water, 4190 lbs. (56% front, 44% rear). Test car weight/bhp ratio 14.8:1.

DIMENSIONS: Wheelbase 122 in., overall length 212.2 in., overall height 56.8 in., overall width 77.9 in., front tread 60.9 in., rear tread 59.7 in., rear overhang 56.7 in.

TIRES: 8.00x14 tubeless.

PRICES (including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight): CORONET 6 two-door sedan \$2329, four-door sedan \$2410. CORONET V8 two-door sedan \$2437, four-door sedan \$2518, two door hardtop \$2539, four-door hardtop \$2624, convertible \$2801. ROYAL V8 four-door sedan \$2657, two-door hardtop \$2714, four-door hardtop \$2763. CUSTOM ROYAL V8 four-door sedan \$2826, two-door hardtop \$2865, four-door hardtop \$2935, convertible \$3091. D-500, \$72 additional on any V8 model.

ACCESSORIES: TorqueFlite \$220, PowerFlite \$180 (Coronet only), power steering \$92, power brakes \$38, six-way power seats \$91, power windows \$102, radios \$67, \$82, and \$112, heater and defroster \$80, air conditioning \$380, dual exhausts \$28 (standard with Red Ram, powerpack or D-500), tinted glass \$32.



MOST FAMILIAR view on the
highway will be this one. D-500
insignia is on trunk.



SPARE demands nearly
impossible stretch.

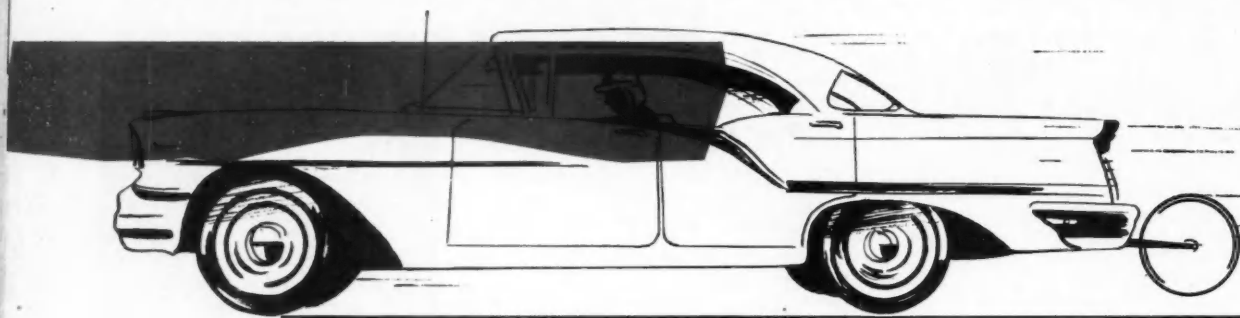
Compromise car of the three tested, this Super 88 may be your choice

DON'T BE PUT OFF by Olds' advertising "the most sweeping model change in 20 years." No mutation, the '57 Rocket is the naturally healthier descendant of the '49 V8 that brought new popularity to this make. In almost every respect it will not only delight its regular fans but interest new prospects as well.

We're not just being nice. This car shares with Cadillac the genuine honor of having introduced the modern short-stroke, overhead valve V8. When Olds abandoned quadruple coils in

adjunct to a thermometer, but ill chosen as a substitute; the night-lighted, vacuum-operated pushbuttons to control heating and ventilation, so clever in concept but mediocre in operation; and the engineered-looking wiper control (why can't Detroit realize that machinery can be beautiful, as this is, instead of trying to camouflage it?). The glove compartment and the ashtrays, with their green running lights at night, are strategically placed. A light-colored shirt or blouse reflects on the panel but the warning lights gleam through effectively.

The dash itself, of course, is a structural member adapted from Oldsmobile's experimental "Delta"; but it seems to be the work of a good designer fallen among stylists. Conclusive studies



favor of conventional coils-at-front, semi-elliptics-at-rear suspension the car moved toward roadability that nearly matched its spirit; this year the chassis approaches the engine's advances more nearly than ever before. Hydra-Matic has wisely been coupled with the V8 from the start; last year and in '57 the jerkiness has departed, leaving most if not all of the efficiency. Interior trim has obviously cost Olds more than most of its competitors, and quality has even gone up in the past few years, bucking an industry trend.

So we hope Oldsmobile's advertising agency won't be too angry with us. We were very pleased with this latest Super 88, and gratified that it doesn't represent as broad a departure from previous Rockets as we had feared.

This is a vastly different car from the other middle-priced GM product tested in this issue, though they share a body shell, hot performance, and, as shown by their sales, an obvious appeal to the U.S. public.

Our test four-door hardtop was semi-loaded, with automatic transmission, power steering, and power brakes. We who have not been over-eager in our initial response to these options would not now consider buying an Olds without them except for special purposes. Hydra-Matic penalizes performance—at least for non-professionals—not at all, economy only insignificantly. Power steering, though with more turns than it needs, effectively overcomes the big load on the front wheels. Power brakes offer, to us, mainly a pedal that you can reach faster than the conventional type, whether you're a left- or a right-footed stopper.

How Does Its Handling Stack Up?

It's conservatively better than last year's car. The chassis, still not a radical design, substitutes ball-joints for kingpins with a resultant sureness of aiming, though it takes 4½ turns to move the low-mounted, sunken-center wheel from lock to lock. Road feel is comfortably present. Power, of course, makes parking a cinch, but the wheel can be turned without super-human strength even when the ignition is off. No exhausting vibration reaches the driver through the wheel.

On first sight the instrument panel appears impressively opulent; some testers didn't care for the welter of chrome, which can be dangerous when the sun is at the wrong angle. Minor novelties are many: the "cold" and "hot" lights, excellent as an

proved that small items can be either a) lost if they fall into the catch-all near the center or b) coated with grease if they fall all the way through, on the right side. Radio music floats mysteriously from the aperture and is said to benefit from this enlarged sound chamber. A polyurethane foam pad is standard on the Super 88 and 98.

Too narrow for comfort, the armrests are truly only ledges at the sides of the seat, and should be enlarged. Furthermore, bright but hard trim cuts into your arm if you rest it there.

GM has managed to eliminate nearly all distortion, even in this latest version of the wrap-around. The wipers, however, are simply not up to the job and leave a large triangle uncleared.

Out on the road, we predict that you'll feel confident in the '57 Rocket. The ride will surprise you, being much smoother than you may associate with Olds; handling is responsive and firm up to 80 and 90, with no correction needed on a straight, flat road. A crowned road demands a persistent tug to prevent wander. Wind has practically no effect on stability. Whip the wheel to see how it would react in an emergency and you'll be rewarded with an example of excellent homing instinct.

Olds has merrily followed the mad trend to more and more length, so it will be harder and harder to find a parking place. Last year's car was only about an inch longer than the neat 88 of 1950, but five inches shorter than the new version. How long, O Lord?

Does It Still Stick to the Road?

You pay no penalty for the slightly softer (but still firm) ride. The heavy front end of this 2¼-ton bomb won't betray you so far as control goes, though you may have a moment of apprehension if you zoom too fast over a rise. The car will bottom then, as it will on bad highway dips taken too fast, but you'll lose only composure, not control.

Curves are a pleasure to the driver at most speeds; passengers won't be as comfortable if you take them fast, and indeed it's a good idea to be extra cautious if you're tempted to hurl the 88 around beyond its limits: this is not a sports machine, but its feel could fool you into thinking it is. If pressed too far, it will slide and you can power out, but we don't advise taking the unnecessary chance.

On a washboard surface, GM's heavy, bludgeon-it-out tendency comes to the aid of your passengers. Occasional violent

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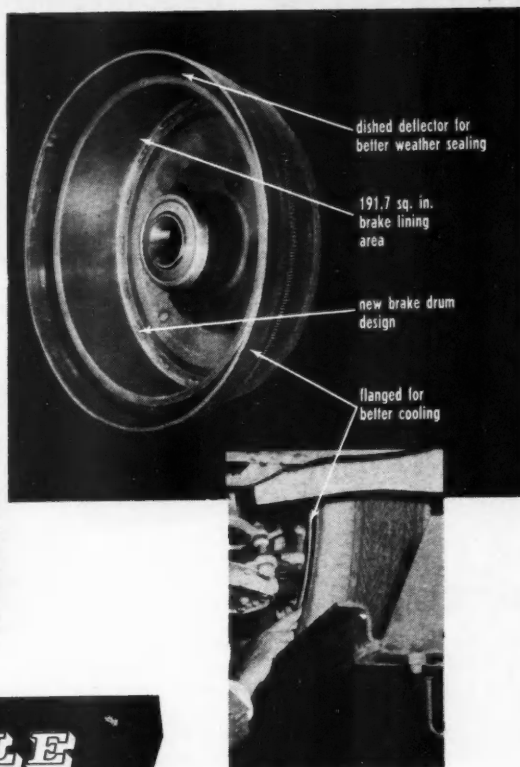
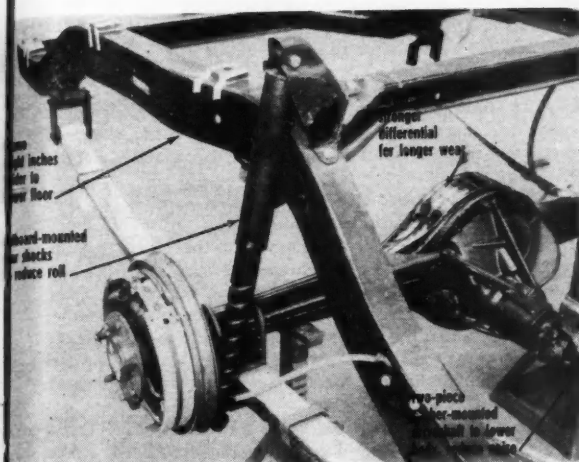
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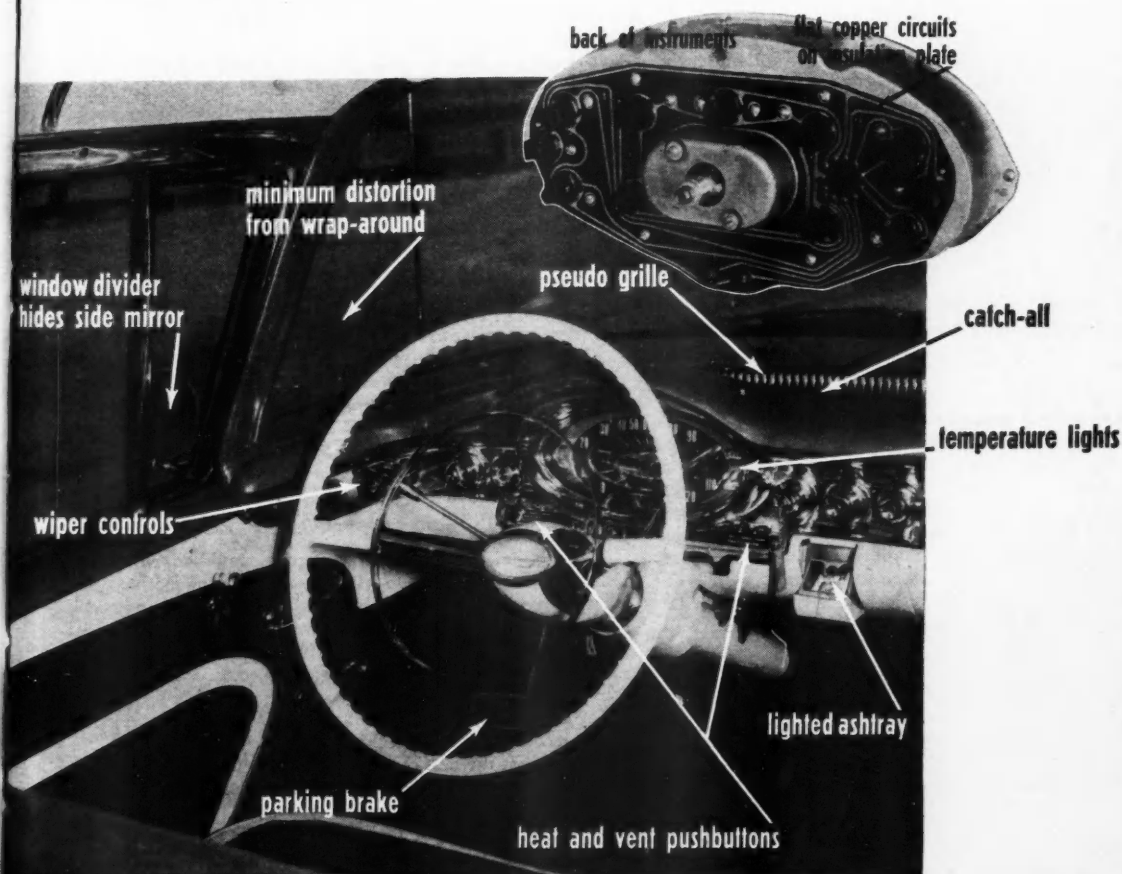
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OLDSMOBILE



ROAD TEST

continued from preceding page

bounding may make you think you're coming about, but not so.

Is It Still Hotter?

Yes, you'll get to 60 in about a second less than last year (our electric speedometer showed that we were only a trifle over-enthusiastic with our prophesy of 9.5 seconds in last month's issue). Quarter-mile times are slightly better, too, and speed in the quarter up about 2.5 seconds. The Olds puts out its 37-horsepower increase at 400 more rpms than last year. As can be expected from a higher-revving engine, passing-speed acceleration showed more obvious improvement. You can jump from 30 to 50, and that slowpoke on the highway will watch

OLDSMOBILE

ROAD TEST

you vanish into the distance as you cut nearly two seconds from last year's 50-to-80 time. All you have to worry about now is where you could possibly carry out this maneuver in safety.

We tried various combinations on the Hydra-Matic and eventually concluded that it was best to let this superior brain think for itself, though infinitesimally better times were possible—not every time—when we took over the shifting. By the way, we don't know that it proves much but did you ever stop to consider that Hydra-Matic has one more position than a stick shift?

Is It Thirstier?

Considerably so in the steady speed tests, made without variation in true speed while the engine burns a tenth of a gallon of gas. The horsepower increase reduced mileage by as much as four mpg. The more realistic tank mileage figures were a different story. We got much better mileage both in traffic and on trips than last year's car could produce, though it's still nothing to shout about.

Will It Stop as Well as Go?

Not quite, but it stood up better to our tests than the Big Three cars reported on last month. That flange (see photo, page 35) seems to solve at least a part of the problem of cooling a big brake drum tucked into a 14-inch wheel: fade occurred, but it wasn't as bad as on the previous cars tested. It lasted a while. Here's the full story: Deceleration rate of 15 feet per second per second through first four stops with no symptoms of malfunction and up through eighth stop with these effects: Right rear wheel grabbed slightly on fifth stop; slight pull to left on sixth stop; slight pull in other direction at beginning of seventh stop soon ceased and remainder of stop was straight (odor was first noticed here); right rear grabbed again on eighth stop. It was difficult to maintain the 15 feet per second per second deceleration rate on the ninth stop because of the first sign of a hard pedal, and the car pulled to the left as well. Fade got considerably worse on the 10th stop, and on the 11th stop 12 to 13 feet was the highest deceleration rate obtainable with very high pressure; an average woman would have had a tough time stopping the car. The last stop, No. 12, showed a little more fade but was free of wandering tendencies. When we climbed out, we noticed some smoke.

MOTOR TREND's fade tests are obviously severe, but they are a fair indication of the demands that can be put on brakes during a mountain vacation, or even on a highway grade that nobody thinks twice about any more. The Olds brakes were better than most, with their 192 square inches of lining area, but this is a

sad commentary. U.S. brakes aren't up to European standards, and we hope that they soon will be.

The foot-operated parking brake is great, but needs its release handle redesigned to look less as though that were the way to apply the brake.

How's the Ride?

A good compromise, much firmer than the Buick but smoother than that of previous Olds cars, it frees passengers from those constant frame-to-spine messages and yet roadability doesn't suffer much.

You're aware of irregularities in the road surface, but they won't make you uncomfortable unless you insist on being utterly protected from even the sounds of the outside world. It's a Ford-type ride raised to the highest power.

There is no question that it is too easy to bottom the Olds, as it has been for some years. We'd go for more firmness rather than less, if it spelled the end to this. But frankly we think many buyers—or at least their riders—wouldn't. One thing those riders might like, though, is still flatter cornering that would keep them in their seats on sharp curves.

Wheels will clatter on sudden rough patches, or when crossing streetcar tracks, and this doesn't help the passengers either.

Blessedly absent from the Olds were various vibrations and hums that seem to have become more prevalent in the test cars—and not only the rough-idling ones with hot cams—of this year. Not only the driver, but his passengers of whatever ages, will arrive at journey's end feeling much younger than in many a contemporary car. It's solid and all the testers liked trips in it, driving or riding.

Is It Good for Home Tinkerers?

Hardly. The big V8 is in what has come to be a normally cramped compartment, and in any case is pretty much of a job for backyard mechanics.

The touch system alone is sufficient to release the hood latch. Far back on the right side are the engine and transmission oil dipsticks, side by side in case you or your gas station attendant are the forgetful type. Plugs (possibly excepting No. 1) and battery are reachable without fuss. The power steering pump and the heater blower will have to come off if you want to get under the valve covers, which shouldn't be necessary for a long, long time. This Rocket has a long range.

What's Different About an Olds?

Justified prestige, even in the lesser models. This springs partly from the eight-year engineering resemblance to Cadillac, which has lessened this year with the coming of Cadillac's new frame.

The roadability-ride-handling combination is as good as you're likely to experience as long as conventional suspensions are with us. Driving an Olds is fun without any serious deprivation of luxury feel. Instead of remarkable individual features, it has instead a synthesis of likeable qualities that make it a star boarder even after the novelty of a new car has worn off. Many Olds owners now come back for more, always a good sign.

Are They Putting Them Together Right?

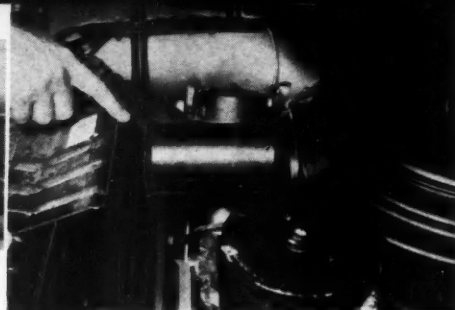
Yes, not only do the doors emit a reassuring thud, but nothing fell off or failed to operate with the exception of the fancy new heating-ventilating system, which still had some bugs in it.

Fisher bodies, like the Olds engine and chassis, have a reputation to uphold, so this is a good choice if you're not a yearly trader. But follow MT's constant warning to check the individual car you want for any defects before you accept it. It's better to delay delivery by a day or two than it is to spend years with a car that was never quite right.

Olds is not the best car for you if you drive under 30 all the time. If you want the shortest and least tiring method of traveling between two distant points, this may be your next car.

continued on page 56

Performance



AIR HORN takes cooled air from radiator for efficient operation.

'57 (277-bhp engine)

SPEEDOMETER ERROR

Read 31 at true 30, 47 at 45, 52 at 50, 62 at 60, 77 at 75, 82 at 80

ACCELERATION

From Standing Start

0-45 mph 6.1 0-60 mph 9.7

Quarter-mile 17.4 and 79.4 mph

Passing Speeds

30-50 mph 3.9 45-60 mph 3.6

50-80 mph 10.0

FUEL CONSUMPTION

Using Mobilgas Special

Steady Speeds

19.4 mpg @ 30 16.6 mpg @ 45

14.9 mpg @ 60 13.5 mpg @ 75

Stop-and-Go Driving

13.4 mpg tank average for 331 miles

Highway Driving

14.0 mpg tank average for 589 miles

OIL CONSUMPTION

Two quarts added in 1392 miles

'56 (240-bhp engine)

Read 32 at true 30, 49 at 45, 64 at 60, 79 at 75

From Standing Start

0-30 mph 3.7 0-60 mph 10.8

Quarter-mile 17.8 and 77 mph

Passing Speeds

30-50 mph 4.6

50-80 mph 11.8

Using Mobilgas Special

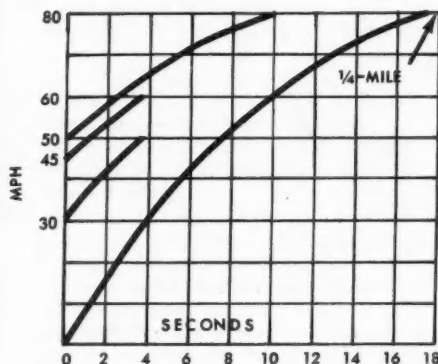
Steady Speeds

21.6 mpg @ 30 20.0 mpg @ 45

17.6 mpg @ 60 14.3 mpg @ 75

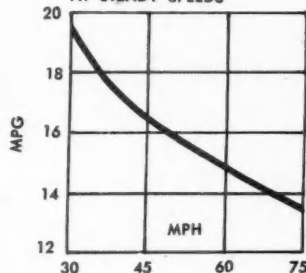
Stop-and-Go Driving

10.2 mpg tank average for 590 miles



ACCELERATION

FUEL CONSUMPTION AT STEADY SPEEDS



Specifications

ENGINE: OHV V8. Bore 4.0 in. Stroke 3.69 in. Stroke/bore ratio 0.92:1. Compression ratio 9.5:1. Displacement 370.71 cu. in. Advertised bhp 277 @ 4400 rpm. Bhp per cu. in. 0.747. Piston speed @ max. bhp 2704 ft. per min. Max. bmep 162.7 psi. Max. torque 400 lbs.-ft. @ 2800 rpm.

TRANSMISSION: Standard transmission is three-speed synchromesh with helical gears. Automatic transmission is Hydra-Matic, four-speed planetary gearbox with fluid coupling; ratios: 3.97:1, 2.55:1, 1.55:1 1.00:1. Overdrive transmission is not available.

REAR-AXLE RATIOS: Synchromesh 3.64:1. Automatic 3.42:1 (88, 3.23:1).

STEERING: Turning diameter 42 ft. Turns lock to lock 4%. Overall ratios: mechanical 27.3:1, power 22.7:1. Type: mechanical, ball nut; power, ball nut (Saginaw).

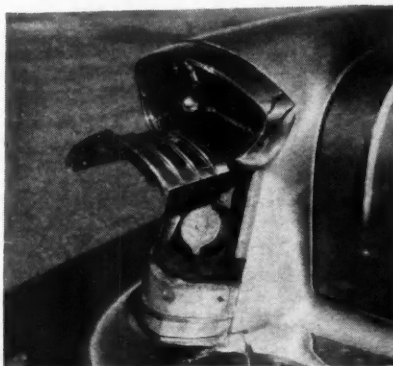
WEIGHT: Test car with gas, oil and water, 4480 lbs.

(55% front, 45% rear); car weight/bhp ratio 16.2:1.

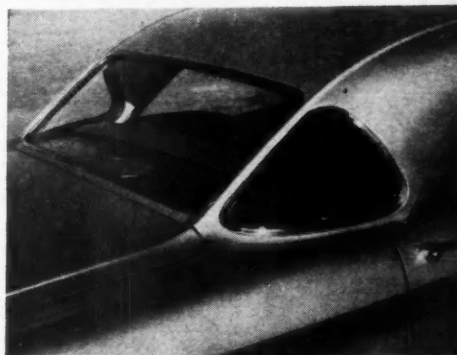
DIMENSIONS: Wheelbase 122 in., overall length 208.2 in., overall height 58.2 in., overall width 76.4 in., front tread 59.0 in., rear tread 58.0 in., rear overhang 51.9 in.

Tires 8.50 x 14 tubeless.

PRICES (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight): 88 two-door sedan \$2691, four-door sedan \$2756, two-door hardtop \$2812, four-door hardtop \$2890, convertible \$3140, four-door station wagon \$3160, four-door hardtop station wagon \$3271. SUPER 88 two-door sedan \$2926, four-door sedan \$2988, two-door hardtop \$3138, four-door hardtop \$3215, convertible \$3405, four-door hardtop station wagon \$3499. 98 four-door sedan \$3691, two-door hardtop \$3887, four-door hardtop \$3963, convertible \$4167. (Hydra-Matic, power brakes and power steering standard on 98.)



GAS FILLER looks neat, yet door can be bothersome and neighboring backup light is vulnerable.



"ARMORED CAR" look shocks some at first, is broad hint of bolder sculpturing to come. Corner windows are more handsome than practical, as inside view makes obgious.

PHOTOS BY BOB D'OLIVO



WIN A 1957 PLYMOUTH

contest results

DETAILS THE WINNING CONTESTANTS WANTED IN 1957 CARS

Body Details

- 22% UNIT CONSTRUCTION
- 21% BUCKET-TYPE SEATS
- 20% LOWER SILHOUETTE AND C.G.
- 20% SLIDING, ROLLING, OR GULL WING DOORS
- 16% CONSERVATIVE COLOR SCHEMES
- 13% BETTER VISION

Safety Features

- 36% INCREASED USE OF CRASH PADDING
- 25% SAFETY BELTS STANDARD EQUIPMENT
- 16% POSITIVE DOOR LOCKS
- 15% SAFER STEERING WHEEL
- 15% SHOCK-ABSORBING BUMPERS

Chassis Improvements

- 34% IMPROVED SUSPENSION SYSTEM
- 31% GREATER BRAKE EFFICIENCY
- 10% LOWER STEERING GEAR RATIO

Driving Aids

- 16% BETTER INSTRUMENTATION
- 12% DUAL HEADLIGHTS

Powerplant

- 8% FUEL INJECTION
- 8% LOWER HORSEPOWER



THE WINNER'S PLYMOUTH, a Desert Gold and Sand Dune White two-door Belvedere hardtop, will be delivered at Greensburg, Pa.

OUR HEARTIEST CONGRATULATIONS go out to Mr. Robert C. Crowe of Greensburg, Pa., for the endeavors which earned him a brand new 1957 Plymouth in MOTOR TREND'S Win-a-New-Car Contest. Mr. Crowe admits he is a "car fanatic." He is 28 years old, married, has two children, and is a registered mechanical engineer. His present car is a 1954 Ford Customline V8.

The flood of essays and drawings which poured into MOTOR TREND'S offices posed a sizable task for the judges. Preferences and ideas were varied and numerous. Careful sorting and study of the material boiled it down to patterns or trends which are potent reflections of what *you* want in a new or future car.

Little comment was made by contestants as to the present dimensions of cars, although it was indicated they should be lower and a bit shorter overall. Present powerplants were tagged as more than adequate, and there were many indications that the trend toward more horsepower should stop where it is, or be reduced in favor of better economy and better torque characteristics.

Strong emphasis was placed on the continuation and expansion of safety features as standard equipment. It is most evident that the public has recognized the need for safety belts, crash padding, positive door locks, dished steering wheels, and other such life savers. There were also strong demands for accident-avoiding features such as more efficient brakes, better vision, and a lower center of gravity. A positive interest was expressed in some type of



CONTEST WINNER
Robert C. Crowe

WHAT THE WINNER SAID

"I PROPOSE that the major auto producers should voluntarily limit shipping weights, including full equipment, of all passenger cars to 3200 pounds. (We would suggest that the maximum weight could be gradually reduced to a value significantly lower than this.)

"A commonly used quality indicator in products of similar manufacture and profit margin is price per pound.

"It is unreasonable to expect the manufacturers would be willing to reduce their present delivered prices. Therefore, the price per pound of all except the 'low-priced Three' would increase and so presumably would the quality.

"A second advantage (higher price per pound and lower weight) would be better engineering. For example, it would no longer be a losing fight to develop satisfactory manual steering mechanisms for luxury cars."

bumper which would absorb and cushion shock rather than crumple on slight impact.

Contestants were apparently not satisfied with comfort and riding qualities in their present cars, despite lavish advertising claims to the contrary. They were insistent about the long-needed separate or bucket seat for the driver that could be adjusted to a comfortable driving position. The need was expressed for fewer steering wheel turns from lock to lock and for the better riding and handling qualities which could be brought about by improvement in suspension systems and weight distribution. A large number of contestants seemed unhappy with present instrumentation and apparently like informative, readable dials rather than warning lights.

Opinions on appearance took a not-too-surprising turn when wishes for a return to solid colors or more conservative two-tone combinations piled up in our summary. The usual cry for less chrome and for brightwork of a corrosion-resistant variety was much in evidence.

The bulk of the essays stressed the crying need for *quality*. Contestants wanted cars that were solid and substantial. Unit construction was advocated. Poor-quality fastening hardware, which contributes to rattles and mechanical failures, was deplored. They pointed out the need for adequate paint, good welded and fitted joints, better upholstery and trim. To sum it up, the contest accented what is already known: Quality in your car today has been sacrificed to bulk, weight, and sales appeal gimmicks. The old "You get what you pay for" cliché still applies to automobiles and it is obvious that Detroit won't get closer to giving you quality in your car as long as present design policies are continued. The contest judges concur with Mr. Crowe's analysis of this situation and believe his workable "price per pound" plan to obtain dollar value and better quality in smaller and lighter automobiles merited him the grand award.

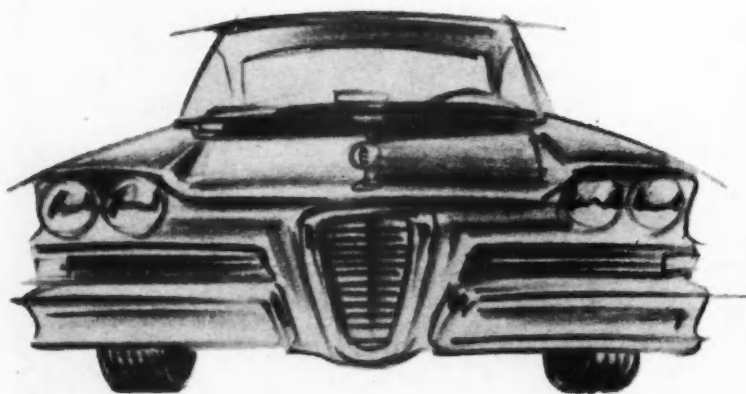
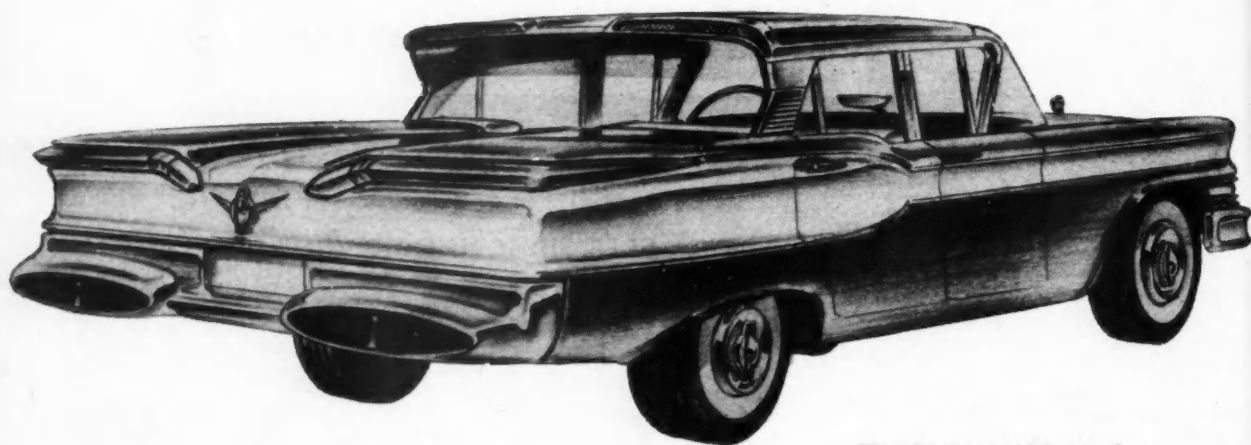
Our congratulations, also, to the 100 winners of a subscription to *MOTOR TREND* and our thanks to all who participated in the contest. Each contestant contributed useful information which may conceivably aid in influencing future automobile design.

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IS THIS THE

After several years of rumors, Ford has announced that the E (Edsel) car will be released in the fall of '57. Here on these pages are details of what Motor Trend thinks the Edsel will look like



BACK IN 1934 Edsel Ford was responsible for the development of the Lincoln-Zephyr. There is a large field of prospects among the middle classes, he said, "who are able to pay more for a car—and pride, vanity, a desire for something more impressive enter very strongly into the sale." And Henry Ford once said of this creator of the Lincoln Continental, "We've got a good man in my son. He knows style—how a car ought to look. And he has mechanical horse sense, too."

Now, 23 years after the first Lincoln-Zephyr, Ford is preparing a car to dominate this upper middle class market: the Edsel, named in honor of the man who believed in the potentialities of the market. Also, another Edsel model will be built in the range between Ford and Mercury. At MOTOR TREND we have made some speculations, styling-wise, and have come up with the ideas illustrated on these pages. We think we might be pretty close to the real thing. You will be able to judge how close when you see the car.

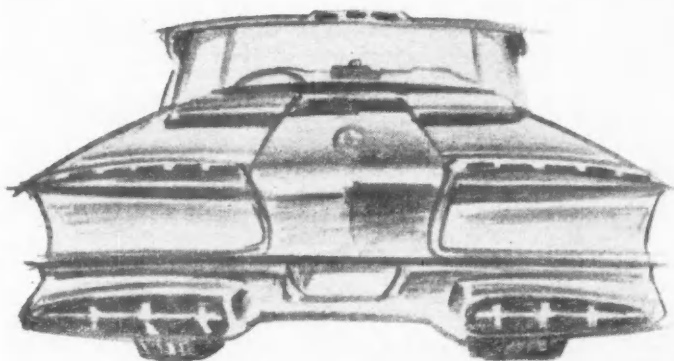
We think there will be an effort to obtain a "classic" appearance—a stateliness, combined with a minimum of flair. The '57 Ford and Mercury don't share the same body shell as in previous years, and it is rumored that both of the new bodies will be shared with the Edsel to effect the expansion of the middle-price range, both above and below Mercury. The Edsel is likely to have the more expensive roll-

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down rear window and "flying roof" of the Turnpike Cruiser. Without much doubt, it will also have a compound-curved windshield (wrapping over the top as well as to the sides). Elements of the experimental Futura built by the former Lincoln-Mercury division will probably show up in such details as the tail lights and bumpers. To establish the classic character and a definite identity, a vertical grille may be incorporated into the front end, as Packard did on the Predictor. The raised hood would probably then be carried through the roof and rear deck in the same manner as the concave sections on the Mercury. Since this would be a radical departure from the contemporary concept, we have offered another solution with the more conventional flat hood that still retains a distinctive character.

We will all know at announcement time, say August or September.



illustrations by Del Coates



IS IT STILL A CLASSIC?

QUEEN OF THE CLASSICS—that's how we described the Lincoln Continental many years ago. There are some enthusiasts who claim that the Continental is too modern, too streamlined, too far removed from the classic design and not sufficiently dependable in original condition to be a classic. By far the majority of enthusiasts are in accord that the marque is classic and is America's last mass-produced classic.

If overwhelming numbers constitute authority, little difficulty is encountered in solving the problem. Those favoring the Continental with the classic label are influenced almost entirely by the body design and overall appearance. It is well established that outstanding features of certain cars so elevate the products that they cannot fairly be compared with ordinary products. The Continental is a fine illustration of this principle.

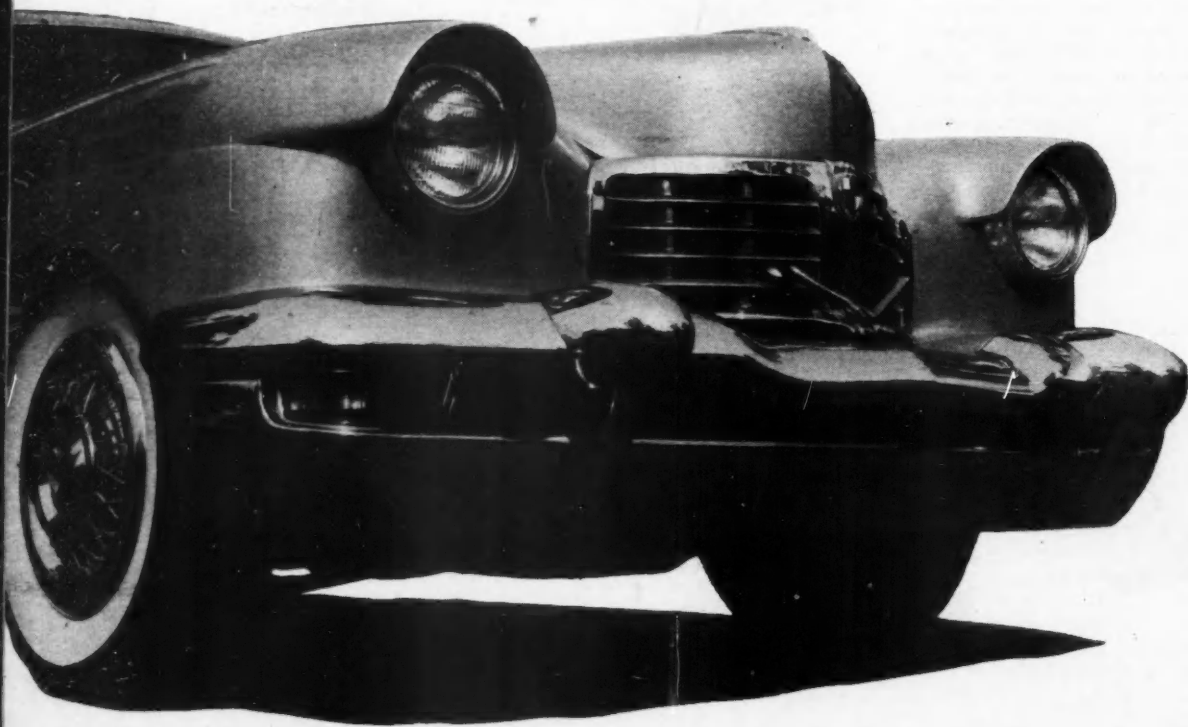
Those conservative enthusiasts who would deny the Continental the favored status achieved by Duesenberg, Hispano-Suiza, Rolls-Royce, and many others, do so because of the unpopular 12-cylinder engine with which the cars were equipped. The first Continental built in 1939 for limited mass production in 1940 utilized the V-12 engine which powered the Zephyr series. It was an underpowered mill to begin with, and the added weight of the Continentals made it short lived indeed. Many were known to consume huge quantities of oil within 10,000 miles. They gulped gasoline at a rate which was consistent with their predecessor, the K Series Lincoln, and not at all consistent with the dignity associated with a queen. Poor crankcase ventilation led to a myriad of difficulties resulting in decrepit main bearings which



PHOTOS BY BOB D'OLIVO

threw oil on the clutch facings, bringing about annoying clutch chatter. Sloppy camshaft bearings resulted in greatly reduced oil pressure.

By the end of 1940 the Continental's reputation for dependability was anything but good. In spite of the obvious mechanical defects, purchasers were enthralled at the prospect of buying a Continental. The aura of elegance resulting from body design caused the public to offer their shekels at a faster rate than the company could produce cars. A major face lift occurred in 1942, and decreased production because of the war caused prices to skyrocket. We hesitate to recall such things but many Continentals



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CLASSIC



COMMENTS

by Robert J. Gottlieb
Classic Car Editor

brought \$10,000 on the black market during war years.

For 1946, '47 and '48, minor changes again occurred in the body, but the sales picture changed rapidly. After the war, the '46 Continental, like every other American car, had a buyer while still in the embryo stage on the production line. In 1947 slight buyer resistance was noted, and in 1948 they were so difficult to merchandise that they were discontinued in 1949. The mechanical reputation undoubtedly chopped the Continental down to size, coupled with an unwarranted scarcity of parts and an unrealistic attitude toward labor costs. By 1950 a Continental in poor condition was a burden to its owner. Purchasers married to an installment contract owed more than the car was worth. Cash buyers hesitated to take huge financial shellackings because the bottom had dropped from the market. Substitute engines were the rule rather than the exception, the result being that the great majority of Continentals in existence today are not equipped with the ill-fated V-12 engine.

Any classic is a classic because it is the finest example of the motor vehicle produced during its era of manufacture. The Continental is no exception. Despite its shortcoming, it was one of the finest cars, if not the finest, built in this country. Compared to other makes it was undoubtedly the most beautiful. Craftsmanship was unsurpassed, and no other marque was constructed of finer material. Interior appointments were superb and well executed. Conceding its mechanical defects, one must consider also the defects existing in other contemporary products. With mass production the major goal, all manufacturers were concerned more with total output than mechanical perfection.

When comparative values are weighed, the Continental stands far apart from its competitors. Its chief assets—appearance, craftsmanship and materials—resulted in that degree of distinction approached by no other American car of the era. The combined elements resulting in classicism are weighed heavily by the element of appearance.

The feature car this month is a 1942 Lincoln Continental coupe, owned by R. C. Durliat of Fullerton, Calif. It has been

continued on next page



CUSTOMIZING both the exterior and interior of this '42 Lincoln Continental detracts greatly from its beauty and interest.

It's much easier to buy a new car than to find a better one. So don't miss this!

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continued from preceding page

modified to such a degree that one hesitates to call it a Lincoln Continental. Durliat purchased the car in 1953. The grille and fenders had been converted to '48 components by a previous owner, and Durliat purchased it with the intention of redesigning it. He made pencil sketches, and having concluded that light customizing wasn't enough, delivered the car to a body shop with instructions to go all the way. 1953 Lincoln quarter panels were modified to fit the Continental body. The front fenders are hand formed from the original fenders. Door panels are '50 Mercury; the dash is '50-'51 Lincoln, and the windshield is '50 Cadillac surrounded by '50 Oldsmobile trim; the top is chopped three inches, and this required lowering the seats between the frame rails à la 1957 Ford. Tail lights and front and rear bumpers are basically '53 Lincoln, while the original V-12 engine was replaced with a stock '54 Lincoln engine blown with a McCulloch supercharger. The original transmission was retained and a dual exhaust system installed. Snap-on wire wheels emulate the classic of the middle Thirties, while electric door latches and windows are a concession to modern design. The interior was refurbished with fabric and Naugahyde, and the completed car finished in enamel.

The upper part of the '48 Continental grille remains, but even without this any auto enthusiast would recognize the car as a customized Continental. The rear trunk, modified front fenders, hood and top, are dead giveaways of origin. If it was the owner's intention to customize so completely that basic design was completely eliminated, he failed. If it was his intention to modernize appearance, he succeeded.

From the standpoint of modern design the car is an improvement over original design. It has free-flowing lines and a massiveness in which modern buyers heartily believe. From the standpoint of the custom car enthusiast, it is a delight on wheels, unsurpassed in beauty. From the standpoint of the classic car enthusiast—nullity.

The Durliat Continental is no longer an example of the finest car produced during its era of manufacture. Its esthetic and inherent beauty is so completely changed that it is no longer a prime example of the Lincoln Continental. Assuming that the element of craftsmanship remains, the element of materials used is gone. Despite claims of its manufacturers, Naugahyde will never be a substitute for real leather. Gone also is the all-important Continental element of appearance and clean design. The total combination of inherent elements is so completely changed that the car portrays a customized product of the middle Fifties rather than a true classic of the early Forties. The attitude of the classic purist is firm, even hard. In his estimation, from a classic standpoint, the car is totally ruined—a failure—and sacrilegiously butchered. In short, it is no longer classic.

Durliat may have increased the value of his car in dollars and cents. Whether the financial increase offsets the esthetic loss is a matter of conjecture and depends solely on the attitude and light with which one views an automobile. It is questionable, also, whether a custom car owner is ever 100 per

cent satisfied with his changed, though finished, product. Shortly after our photographer finished taking pictures of the feature car, the owner spotted a completely original 1948 Lincoln Continental owned by MT's editor. After prolonged admiring inspection he turned to the photographer and asked, "Why would anyone want a better or more beautiful car than that one?"

REMEMBER the German-built Packard, featured in the November "Classic Comments?" David E. Wynne has a Rolls-Royce built by the same body builder. The oval nameplate on the cowl reads "Karosserie-Kellner Eichelbaum & Co., Berlin." Mr. Wynne wrote a letter to Mr. Bass, owner of the Packard, and mailed a carbon copy to me. He also had this to say about his Rolls-Royce:

"The car was originally owned by Vo. Ribbentrop, Hitler's Foreign Minister, and was used by Herr Hitler himself. The chassis was delivered by the Paris branch of Rolls-Royce, Ltd., and bears the French nameplate. Although huge (20 feet long) and spectacular, the workmanship and ma-



"Quick, man, a bellows!"

terials are third grade. The quality of this body in no way compares to the products of Kellner of Paris, who takes his place along with Brewster, Barker and Hooper as one of the half-dozen greatest coachmakers of all time.

"Like you, I made an investigation of who Kellner of Berlin is, and met with no success. George Moffitt and E. W. Miller, the two leading historians of coachwork, can furnish no assistance.

"In the May 1955 issue of *Motor Sport* (British), a Mr. Simmons, 12 Rex Pl., Park Lane, London W. 1, advertised a 3.5-liter Bentley convertible, which has a Kellner body also.

"*Motor* (German), November 1927, carried an advertisement of Karosserie Alexis Kellner, A. G., Berlin, N.W. 87, and a rendering of a Pullman cabriolet on a 23/100 Minerva chassis. I have other data in German magazines, but can't locate them . . .

"This exhausts all the information that I have at hand. In respect to your question, your car is undoubtedly a one-of-a-kind model, although it was customary for pre-World-War II coachmakers to stretch their one-off models into a series of four units."

—R.J.G.

Does YOUR Car Get "Shameful Dirty"?

EVERY TIME YOU WASH IT DOES IT RAIN CATS AND DOGS?

EASTERN GRIME,
WESTERN DUST,
NORTHERN SLUSH,
SOUTHERN MUD
... WIPE RIGHT OFF
WITH KOZAK
AUTO DRYWASH
SO EASY IT'S AMAZING

ARIZONA: "My car looks better than it ever did, before my KOZAK."
A. E. Worsfold

CALIFORNIA: "I have used the KOZAK on my 1949 Studebaker since I purchased it 3½ years ago. The car still looks new after 47,000 miles. Your KOZAK is all you claim for it."
Stafford W. Bixby

COLORADO: "A friend asked me today what I did to my car to keep it looking so nice all the time. So I told him about the KOZAK and he asked me to get the one I am ordering for him now."
Arthur Brandt

CONNECTICUT: "I have used the KOZAK Auto DryWash Cloth for a good many years and have always found it to be all you advertised and more."
Royal W. Wilson

DELAWARE: "We are steady users of your KOZAK Cloths, both for cars and furniture, and we swear by them! I want three more for my family."
Mrs. W. V. Sipple, Jr.

FLORIDA: "Send me three KOZAKS. I am here for the winter and can't get along without the KOZAK, as I use it all the time at home. Nothing like it!"
Lewis S. Milner

GEORGIA: "The KOZAK is really a wonder. I enjoy using it." W. H. Davis

INDIANA: "I was a doubting Thomas when I read your letter describing the dry-wash method. I took a chance and ordered one KOZAK. I am amazed at the results. Your statements are not the least bit out of line with actual facts."
F. L. Wiatrowski

IDAHO: "I am sending you an order for a new supply of KOZAKS. A few days ago when I stopped at the garage where I bought my car (a 1950 Dodge) the proprietor said: 'How do you keep your car so bright in this dust? I wash mine about twice a week, but yours is always clean, looking just like it came out of a band-box!' I told him I use a KOZAK Cloth on it! It takes me about ten minutes to go over my car."
Don Martin

ILLINOIS: "I really got more than I expected in the KOZAK. I was amazed the way they cleaned my car after 30 days dirt. I would call the KOZAK the magic cloth."
Arthur Higgins

IOWA: "We have a new shoal green Cadillac and KOZAK makes it very easy to keep looking new."
E. D. DeMoss

KENTUCKY: "Enclosed check for a KOZAK Cloth. Have used it for several years and think it is wonderful."
Mrs. S. S. Yantis

LOUISIANA: "The KOZAKS are surely fine. I will not be without them as long as I have a car." A. M. Trudeau

© Kozak Auto DryWash

NOW for Less Than 4c A Week Your Car Is Shiny Clean, "Proud Looking" I Super-Safe Kozak DRYWASH Cloth (Over 10 Million Already Used) Cleans and Protects Finish. Kozak Needs No Water. No Sloppy Bucket or Hose, No Sponge, No Rags, No Cold Hands or Wet Feet. Gives You a Year of Gleaming "New-Car Look" for Only \$2. So Fast and Easy It's a Joy to Use. Try Kozak 30 Days. Costs You Nothing Unless You Say "GREAT"!

WITH Kozak you can save 80% of your wet-washes, and have a clean car every day the sun shines. Takes only 7 minutes of your (or one of the boy's time)—at a cost of less than 4c a DRY-WASH. A \$2 or \$3 investment in a regular or SUPER Kozak DRY-WASH CLOTH will return itself in full every time it rains or snows—and keep on doing so for months—saving you \$50 to \$100 in formerly unnecessary car washing expense.

As One Kozak Fan Wrote:

"There is no excuse whatever for a man to drive a dirty car if he knows there is such a thing as a Kozak DRYWASH process."

And, of course, that fan's beautiful Cadillac Fleetwood is his pride and joy—and is never dirty—except during the very rain itself and the short time it takes for it to dry off. Then 7 minutes DRYWASH and, presto! \$2 saved—clean car again—not a penny out of pocket—not a squeak from high pressure water washing—a real nice job you can be proud of. More fine cars are DRYWASHED daily than less expensive cars. And 10,000,000 Kozaks have been bought by critical people in the past 30 years—people who have saved thousands of dollars—and, more important, have got for themselves bigger trade-in allowances for turning in a nice, clean car.

What a KOZAK DRYWASH Does:

- Removes dirt.
- Polishes as it cleans.
- Saves time and work.
- No hose needed—summer or winter... no pressure, moisture, rust springs and start squeaks.
- It's safe—over 10 million used.
- Protects the finish.

Unconditionally guaranteed to give you a bright clean car fast, easy, safe, or your money back at once!

Our Way of Doing Business

Mail orders for Kozaks are remailed without fail the same day received and have always been. A simple request for refund in full is immediately answered by air mail with our expression of appreciation. So far as we know we have no dissatisfied customers anywhere, and have hundreds of thousands of enthusiastic users in every city, town, village, and most hamlets. You are never asked to return your purchase. If you don't like it for any reason, you keep it or give it away to your firehouse or police patrolman and get your money refunded in full besides.

No other cloth or cleaner on the market gives your car a better tested safe DRY-WASH action. Kozak is the ORIGINAL and ONLY Auto Drywash Cloth. There is no other way to have a clean car for only 4c a Drywash. Kozak keeps the showroom finish on your new car—rejuvenates the clean bright shine of paint and chrome on your older car—helps get you a bigger allowance when you trade-in, as reported by thousands of Kozak users.

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Use your Kozak DRYWASH Cloth for 30 days. If you are not delighted with its speed and ease, and with the clean bright look of your car every time you use it... AND if you do not agree it has saved you its cost many times over... just write and the money you have paid will be refunded in full immediately. You do not have to return the Kozak. We have saved car owners thousands of dollars, helped keep their cars looking clean and new for 30 years. We fully expect to please you too or it's no sale and no pay. On this unconditional guarantee test out and mail the coupon now.

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HAVE A CLEAN, "NEW LOOKING" CAR IN ONLY MINUTES—NO MATTER WHERE YOU LIVE OR DRIVE—NO MATTER HOW OFTEN IT RAINS OR SNOWS

MAINE: "Send me two more of your KOZAK Cloths. I have used one KOZAK all winter on my car and have not had to wet-wash it once. I am sold."
Theodore Wood

MARYLAND: "I am a private chauffeur. I take care of five cars. I am still using the KOZAK Cloth I got from you, and it is just wonderful."
J. Whittington

MISSOURI: "Have used them for several years on all our Funeral Automobiles. All you advertise them to be, do not want to be without them."
Merle Shepard

NEW JERSEY: "I have been using the KOZAK for the past six months, and I am amazed at the very fine condition it has kept my car in. Dirt vanishes and the car is as brilliant and shiny as new. Send me three more KOZAKS."
H. H. Furber

NEBRASKA: "I would not be without the KOZAK. With very little effort I am able to keep my car clean and new-looking at all times, and have eliminated many costly wet-wash jobs. Please send me five more as soon as possible."
Edward G. Erlewine

NORTH CAROLINA: "Never saw anything to equal the KOZAK for an automobile. My car hasn't had a water-wash in six months, and looks better. Here's check for another KOZAK."
C. R. Ricker

OHIO: "I highly recommend your KOZAK Cloth. It has kept my 1951 Plymouth looking clean and new all the time, to say nothing of the money saved in not having the car washed."
Mrs. Jessie W. Friedmann

PENNSYLVANIA: "I have been using your KOZAK Cloth for about ten years. My 1948 car has been water-washed twice in that time and then only when it was Simonized. Many people ask me if I had my car painted."
E. A. Puderbaugh

UTAH: "I have used your KOZAK Cloths for my cars for the past 15 years. They have given me entire satisfaction. Everybody admires my car. I inform them that KOZAK Auto Dry-Wash does the trick. I can recommend them highly."
A. D. Sargent

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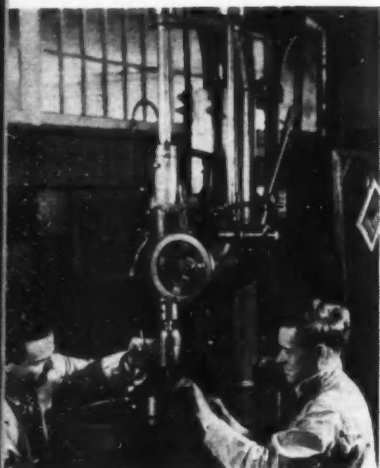
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IS YOUR FUTURE

in the AUTOMOBILE INDUSTRY?



BASIC SKILLS in machine and tool use are taught first.

ARE YOU THINKING about getting into the auto industry? Many men are and it appears that this field is going to keep right on growing just as long as our present type of civilization continues. There are dozens of fields within the industry and, if you're mechanically inclined, maybe automotive mechanics is one you shouldn't overlook. And whether or not your eventual goal is connected with auto engineering, a solid grounding in the "physiology" of cars is a huge advantage in any related line. Styling, production, factory management, research, and even sales are all based on adequate basic mechanical knowledge.

During World War II, the officers of one of our battleships predicted that the major warcraft of the future would be crewed as follows: One skipper to direct the use of the craft and assume responsibility; four watch-officers to con the craft in relays and push all the pushbuttons; and 2500 mechanics to maintain and repair all of the fully automatic gear which does everything else.

The American automotive scene is beginning to approach this rather fanciful

If so, you can improve it through study in correspondence or regular classes at National Schools

future, as literally millions of new cars, all loaded with complex and hurriedly assembled automatic gadgets, and all fitted with engines souped to power outputs far beyond original design loads, continue to pour out of the factories and onto the roads. Not only do the new cars contain much more machinery to look after, but the pressure of the assembly line produces growing percentages of new cars which have to be re-readied, adjusted, and even repaired by the dealer before they can be delivered to a customer.

The result of all this is a huge and increasing demand for properly qualified auto mechanics—not simply men who can remove a dozen nuts and explore the innards of a machine, but men who know what they're going to find before they go to work. And apart from the matter of proper qualification, we're getting behind in sheer numbers. In 1940 there were 72 relatively simple vehicles per mechanic, whereas in 1965 there will be 103 very complicated vehicles for each man to repair and maintain.

At worst, this trend could produce a situation which would strangle the auto industry as waiting lists for service to in-operative cars grew faster than available service facilities could process them. This might solve our accident, traffic, and smog problems, but such a solution wouldn't appear to be a popular one.

Various types of training are available to a man who desires a career in auto service. We say "career" advisedly, for "job" is the wrong term. The day is passing when any youngster with a strong back and a willingness to get his hands greasy can pick up a few bucks tinkering with cars while he casts about for something better. The future "Doctor of Automotive Maintenance" is going to be a highly skilled, well-informed professional type more comparable to an orthopedic surgeon than to a specialized, single-purpose laborer. And he will be rewarded with appropriate payment and prestige.

Of the leading sources of automotive schooling, one of the foremost is National Schools, in Los Angeles. Realizing the nature of the problem, National offers a course of study which is neither a "quickie" nor a "cheapie," but which is designed to produce a graduate whose diploma is a respected document, proving him to be a thoroughly competent, up-to-date automotive technician.

National Schools offers its training in several ways, each suited to a different student situation. Since the school owns about a million dollars worth of machinery on which to work, the more fortunate trainee takes his courses right at the main "campus" on Figueroa Street. This may be the 12-month daytime course or the 18-month night course, depending on what the student's employment status permits. As the school day is over at 2:30 P.M., many day students can arrange part- or full-time jobs while they learn.

For those who live elsewhere, National operates correspondence courses in English, Spanish, and Portuguese, covering all of the Western Hemisphere and doing a lively business in Manila, P.I. Total enrollment is about 130,000. Naturally, the correspondence school includes the bulk of this huge figure.

The correspondence course is utterly complete, progressing gradually from the simple to the complex. Students must naturally have access to machinery of the type being taught, but this does not appear to be a problem. Even in the most remote reaches of Latin America there is always at least one car around that can be used for study. After all, the student can always trade service for the use of the machinery.

The school provides a basic set of tools as part of the course, and the student keeps these on graduation. Any questions which come up during training are answered promptly with the next lesson.

Entrance qualifications are determined by interview and correspondence. As the



ACTUAL EXPERIENCE is offered to more advanced students as they gain practical knowledge of how to diagnose and repair engine diseases. The correct use of time- and labor-saving equipment is heavily stressed.

by Jeff Cooper

full course costs around \$750, most applicants are pretty serious about their work, but they must also demonstrate a basic mechanical aptitude and the capability of becoming a serious contribution to their chosen field.

Securing a satisfactory faculty for a school of this type is a grave problem, as men who have the necessary experience, knowledge, and skill in machine work are often not articulate about it and are even less likely to be polished instructors. National, however, has an advantage in having been in continuous operation since 1905, and thus has had the opportunity to find, screen, train and develop a faculty of outstanding caliber—men who are both expert mechanics and expert teachers. All faculty members keep completely current on new developments by means of field trips, directed study, and personal contacts in the industry.

National's automotive curriculum (they offer a radio-television and electronics course too, of equivalent merit) starts with the basic physics of the internal combustion engine, and proceeds through such subjects as chassis, tools, and automotive electricity to diesel-electric power, advanced tuning, and automatic transmissions. Mechanisms for all types of automotive gadgetry are fully covered.

National has always had a placement service in operation, but in recent years the demand for graduate mechanics has always so greatly outrun the supply that few students are interested. A man with much-needed job qualifications usually prefers to look up his own special job, rather than make an impersonal choice from among those offered by a service; however, a man with no preconceived ideas about location or other particular requirements does well to check with placement, since they can provide him with a rounded picture of available opportunities.

To spot-check one aspect of the school's competence in the solution of new problems, we asked the advanced tuning instructor if he could lick "slosh out," that infuriating cutting of the engine when a four-barrel, downdraft carburetor is slung through a fast turn. Many factory-trained service outlets, as well as several "speed shops," had been quizzed about this with no success. The faculty man didn't bat an eye—he not only had the answer, he had elaborate training aids to show his students the answer.

If you have this problem, here's the solution. Reinforce the gasket between the base and the cover of the carburetor by fitting a second gasket which has been trimmed so that only the inner portion, im-

mediately surrounding the air horn, remains. Set up the four inside bolts first to insure a tight fit, then tighten the outside. This gives a gasoline-tight fit at this junction, preventing fuel from pouring down the air horn and cutting the engine when centrifugal force raises the fuel level above the junction on a hard turn.

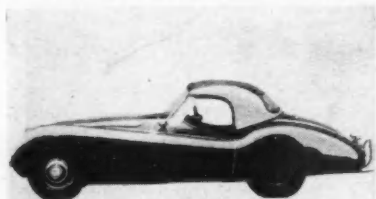
We rushed right out and applied his treatment to the four-barrel Carter on a 1956 Chevrolet—and it worked!



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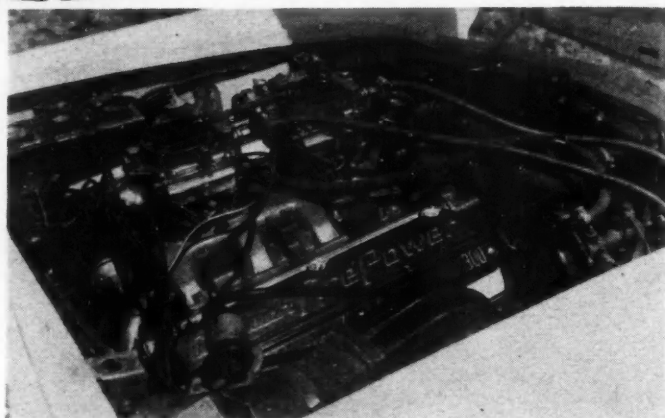
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From the depths of dark and dangerous Oklahoma comes the wild cry of the unique and exciting...



THIS CHRYSLER ENGINE lends its initial to an ex-T-Bird, and makes it perform like it has, or should have, wings.

BRUTE FORCE in the form of a highly tuned Chrysler 300 V8 makes this Thunderbird chassis really move. Claimed acceleration times verge on the fantastic, with 0 to 60 taking less than six seconds and 0 to 80 requiring less than nine seconds. According to the C-Bird's owner, Claude "Mad Man" Miller, this sort of performance arouses a certain amount of interest in his home town (Tulsa, Okla.), to put it mildly.

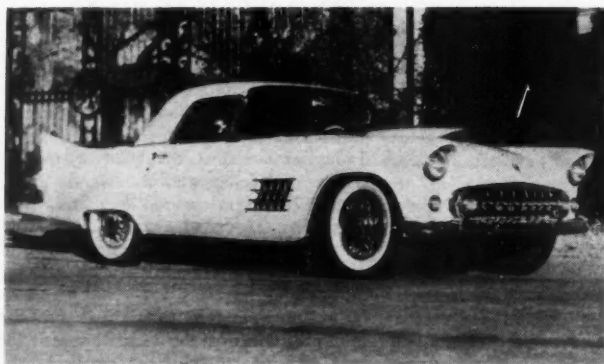
The engine exchange was accomplished in the shop of Max Balchowsky, famed Hollywood, Calif. engine builder and sports car racer. The immense Chrysler engine was grafted to the stock three-speed conventional transmission with overdrive, and the rear-axle ratio was changed from 3.92 to 4.27, in order to obtain the utmost in acceleration. The increased weight on the front wheels

necessitated replacement of the shocks and springs with heavier substitutes.

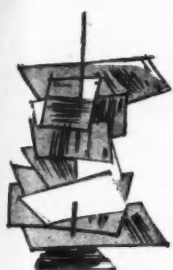
When the engine installation and allied modifications had been completed, Miller sketched his customizing ideas and took them to Carl Oliver's shop in Tulsa. Six weeks later, the C-Bird was complete. A new grille had been fabricated from pieces of a '53 Chevy grille, with the addition of a pair of small lights. The hood was made to drop off more abruptly, and the air scoop was enlarged to accommodate the dual four-barrel carburetor setup. Air vents were then installed on each side, à la Mercedes 300-SL.

In the rear, the fenders were given a sharp upward sweep, forming fishtail fins. Yellow lacquer, 14 hand-rubbed coats of it, makes the C-Bird a standout whether parked or burning rubber.

—Paul Sorber

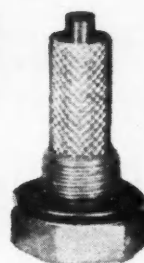


REAL WIRE WHEELS, new grilles on the front and sides, headlight eyebrows, and other custom features set the C-Bird apart.



Remarkable results are being reported from all sections of the country—continued new-car performance for 50,000 miles or more.

KEEP YOUR ENGINE YOUNG & POWERFUL



\$4⁹⁵

FOR YEARS we have known that sulphur and other impurities are found in even the best grades of regular and high-test gasoline. When the fuel is burned, tiny amounts of this sulphur and impurities are left behind to "blow-by" even the best and newest of piston rings into the engine oil. What happens next?

Some water moisture is always present in your crankcase oil. It combines with the sulphur and other trace impurities to form sulphuric acids, in measurable quantities. And then?

Attacking cylinder walls, pistons and bearings, these acids—if left to accumulate in your engine oil—wear away the close tolerances originally built into finely machined engine parts. No engine ever made—even the finest—can hope to escape the loss of power and compression that follows. Your own car, if over 6 months old, may already show the symptoms of this acid-caused damage in increased filter sludge and carbon sludge on piston crowns.

If so, here is how you can prevent it!

MAGNA-POWER STOPS ACID WEAR

With test results to show that an alkaline agent would neutralize the acids and inhibit sludge and carbon formation, the Johns Manufacturing Co. has prepared a special magnesium alloy drain plug called Magna-Power. Tests conducted by the Canadian National Research Council (Canada's Bureau of Standards) and the Southern Analytical Laboratory in Jacksonville, Fla., have found that this magnesium alloy (1) effectively neutralizes corrosive engine acids, (2) greatly inhibits the formation of sludges, gums and resins and (3) destroys catalysts that cause oil breakdown products which foul spark plugs and cause preignition and internal shorting. Further experiments showed that by attaching a powerful Alnico magnet to the plug many iron and steel filings in the drain pan could be removed.



(unretouched)

Filter and oil sample (left) from a car using a Magna-Power plug show less sludge and contaminants—both are still clean. Filter and oil sample (right) from car without Magna-Power show normal heavy deposits at same mileage.



(unretouched)

Heavy carbon deposits are actually "baked" on the piston crown (right). Formation of carbon on piston (left) shows remarkable difference when resins are inhibited by Magna-Power. Build-up of carbon causes loss of power and increases oil.

HERE ARE THE BENEFITS

With reduced acid wear and sludge formation, you get increased power for quicker starting and faster pick-ups. Elimination of many harmful spark plug deposits mean smoother driving, longer spark plug life. Less sludge also means (according to the Canadian Research Council) that oil can be used well over 3,000 miles and filter life is often doubled.

Road tests also show that wear on pistons, rings, valves and other parts can be reduced BY AS MUCH AS 80%. This means a car may be driven well over 100,000 miles without an overhaul. Meanwhile the powerful magnet draws iron and steel filings out of the oil system.

WHY MAGNA-POWER IS NOT ORIGINAL EQUIPMENT

A new car, or one that has been rebuilt, should go through a break-in period. During the auto's first 1,000 miles rings are seated and the new engine, through a small amount of necessary wear, "loosens up" for maximum efficiency. The time to install Magna-Power in a new car is at the end of the break-in period when you change oil.

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A YEAR AND A HALF AGO I had the pleasure of my first drive in a Citroën 2-CV (July '55 MT). At the time I said that it left me with the impression that too many fine engineering features had gone into too fragile a package—that if those same features had gone into a larger and more esthetically-designed car, it would make the competition scramble.

Since that time Citroën has produced this better package—the DS-19—and this French manufacturer is selling all the cars for which he can get shipping space. In the meantime, they have also continued to ship over the original package, which, nice as it is, apparently lacks appeal for all those esthetically minded American people. A one-year's imported record of 385 cars is hardly one to get excited over, even though it is for a car that has been virtually "on order." Yet, the car has an appeal that forces me to say that for *basic transportation*, it can't be beat. With the outside possibility of gas rationing in this country, it's certainly a car I'd consider to get the utmost mileage.

In essence, the 2-CV is a 93-inch wheelbase car cushioning you between four independently suspended wheels that are joined to the frame by a leading arm in front, and trailing arm in rear. Each set of wheels is coupled together by rods and a large coil spring running lengthwise to the frame. Dips, bumps and washboards are surprisingly absorbed by this system that senses road irregularities with its front wheels and then sets the rear wheels accordingly, through the long coil springs.

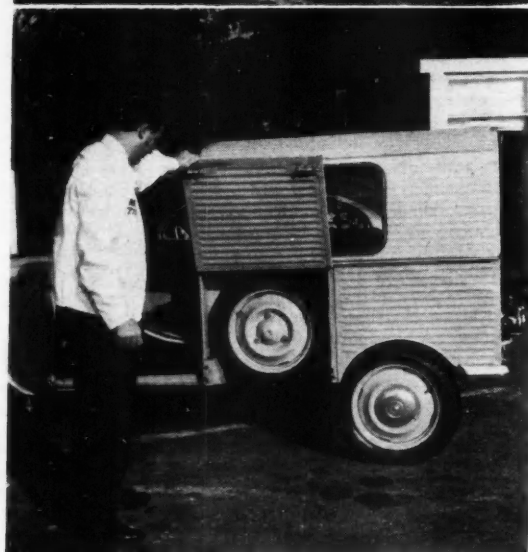
Further dampening comes from large spring-and-weight shocks at each wheel. And before you get any noticeable tremble in the seat of your pants, the "rubber band" strips supporting the cushion on the seat frame will absorb it. In general, the ride is very soft, though oscillation on a straight road can be induced by a couple of playful passengers bouncing up and down on the rear seat.

Roadholding, despite a frightening tendency for the body to lean, is excellent. Bob Garnier, the West Coast distributor, told me that it couldn't be tipped over, and after trying to some extent, I believe him.

As long as you keep your foot on the throttle and don't let the back end come around, your front wheels will continue to get their bite and pull you through any sharp turn. If you feel the back end letting go, you give it more throttle and it corrects itself. Unlike heavier front-wheel-drive cars, like the Cord, the 2-CV doesn't get skittish on wet pavement.

Steering is easy with the almost horizontally positioned wheel that takes but two turns lock to lock, except on 90-degree city corners. Here you feel the characteristic whipping of the front wheel drive unless the rpms are kept well up. This is like the whipping action you get at the wheel of a power-steered car when you have it cramped hard over against its lock position.

The horizontally opposed, air-cooled two-banger that delivers all of 12 horsepower is mounted forward of the front axle,



WANT MORE AIR? Remove the door by pulling it off its hinges. And when you have to change a tire you'll find the spare located comfortably close and easy to remove.

driving the front wheels through a transmission immediately behind the front-wheel drive. Shifting is through a conventional clutch, controlled by an L-shaped lever in the center of the instrument panel. On the deluxe sedan, you can have a centrifugal clutch so you don't have to declutch in traffic when the engine revs are below 1000.

In traffic it takes a lot of pulling and pushing on the lever to stay out of the way of more powerful cars. It also takes downshifting on grades you didn't even notice before, so it doesn't

take long to get used to the peculiar shift pattern. If you do forget, you can quickly glance down at the stamped diagram on the steering wheel support. If the engine begins to sing too loudly from over-revving, or you find you are lugging, another quick glance at the tiny Jaeger speedometer will tell you that you're not within the red lines marked for that gear.

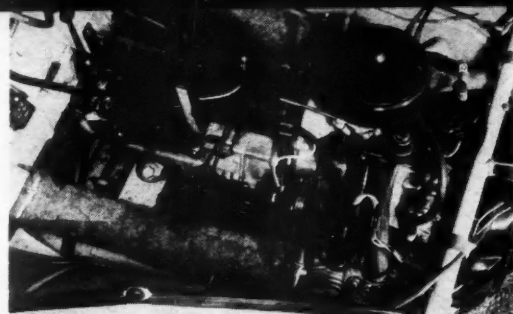
Upshifts can be made as smooth as an Olympic skier changing direction in a slalom, or as jerky as a kayak shooting the rapids. If you keep your foot in it while shifting, the car will crouch, then leap like a gazelle as the clutch takes hold. Keeping up your speed will be a matter of necessity in traffic and on hills. Here, everything from a Ford Model A in stock condition on up will show you its tail feathers.

The advantage of more carrying capacity (total of 550 pounds) and more stand-up space for bulky objects in the wagon version of the 2-CV results in a disadvantage on the comfort side. The front windows hinge at the center, folding outward and upward. In the convertible there is a snap that holds them in place so you can get more air circulation than that provided by a sort of cowl vent. On the wagon, this is eliminated, for if you opened the door with the window up, you'd break it against the forward side of the "cab." As a result, on a hot day I unsnapped both windows and let them flap like the wings of a gobbler about to take flight.

As on the convertible, the rear seat can be removed by twisting a couple of snaps on the seat frame, lifting the rear up and out of the front prong holes in the thin floor. This gives you a 39.5-inch by 55-inch bed. With a height of 41.5 inches, this gives a total volume of 52 cubic feet. To get more length in the car, you can remove two bolts in the front passenger seat frame and lift out that seat. This gives a total length on the one side of eight feet. You don't have the benefit of a tailgate, since the rear doors latch at the center and open outward.

To put up with the 2-CV's idiosyncrasies, you have to enjoy life. You also have to be able to laugh at the leers and jeers of fellow motorists. But, if you want a car to have fun with, that you can practically disassemble in a matter of minutes, that seats four persons in extreme comfort, that gives 35-45 mpg in town driving, then don't laugh too loudly at the 2-CV. It does all these things—and for only \$1350 to \$1395, f.o.b. New York or Los Angeles.

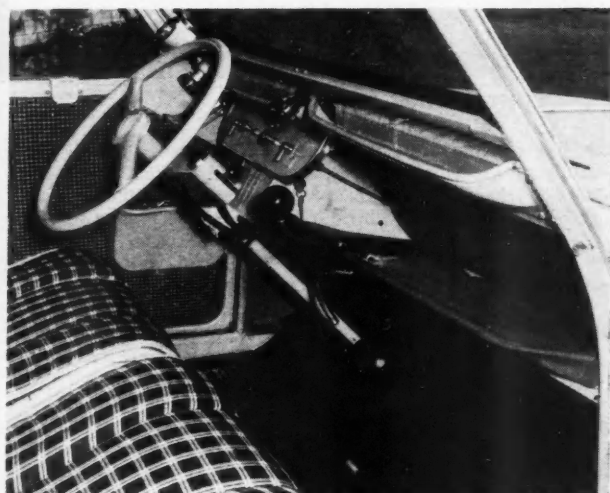
continued on next page



THIS TINY ENGINE is not only accessible, but can be disassembled by a competent mechanic in 45 minutes.



THE 2CV WAGON not only has good carrying capacity, but if you're small enough, you could sit on the window ledges.



L-SHAPED LEVER in center is the gearshift, with the emergency brake handle below it. Speedometer is above and left of wheel.

CYLINDER at each wheel (upper right) houses spring-and-weight dampener. Muffer-appearing object (right) houses large coil spring attaching front and rear wheels.

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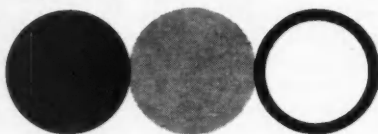
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continued from preceding page



The AUTO-MATE NO CREEP SAF-T-BRAKE

WELL! SOMEONE'S DONE IT—at last... Ever since the first automatic transmission was developed, creeping at a stoplight has been an annoyance; you either have to idle down the engine to a point where it won't run, put the quadrant lever in neutral, or pull on the emergency brake. And if you've ever driven a Studebaker with a hillholder, you sure cursed out the next car you drove when you found yourself rolling backwards down a hill.

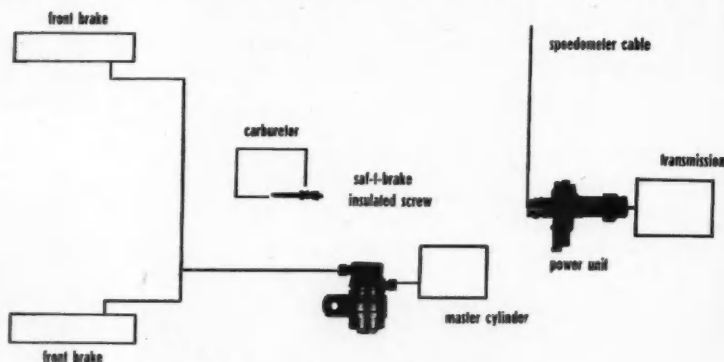
Over two years ago I drove a car using an experimental unit that was supposed to be a panacea for these ills. It worked

formed into an electrical impulse by the third unit, a circuit breaker installed in place of the carburetor idling adjustment set screw.

What it does for you is this: Whenever you come to a complete stop, whether on a level road, on an upgrade, or on a downgrade, you stay in that position until you open the throttle or turn off the ignition. It works on automatic and conventional transmissions alike, though its purpose with a "clutch" car is mainly that of a hill-holder. If you make a "rolling stop," the unit won't set up. In other words, if you hit the brake pedal and slow down to a crawl, the Auto-Mate won't hold the pressure in the lines and force you to a complete stop.

With the number of stops we make today in normal traffic driving, this aspect of the Auto-Mate alone would make it worth its \$28.95 price. On hills is where it really comes into its own. No matter how steep the grade, when you come to a positive stop you stay put—no rolling backwards down an incline, no rolling forward on a downgrade.

On a steep hill I purposely stopped the car and switched off the ignition to simulate what would happen if you killed



INSTALLATION SCHEMATIC

exceedingly well, but had faults which the inventor has diligently tried to eliminate. In the meantime, however, another inventor was working on a similar unit that has since been announced to the motoring public. This one, the Auto-Mate Saf-T-Brake, is the one I'd like to tell you about.

In all, three main units are used, along with the necessary wiring, tubing and couplings. The heart of the system is a solenoid check valve whose function is to maintain pressure in the brake lines when told to do so. It is placed in operation by the combination of brake pedal pressure and an electrical impulse from the second unit—a regulator mounted at the transmission output shaft. The purpose of the regulator is to indicate when the car is at or near a standstill. The pressure in the brake lines is released by the check valve when the foot throttle is cracked open. This mechanical indication is trans-

ferred into an electrical impulse by the third unit, a circuit breaker installed in place of the carburetor idling adjustment set screw.

The car started to roll backwards, so I applied the foot brake. Then I placed the quadrant in DRIVE range and drove off. So much less nerve-racking than keeping your foot on the brake pedal or holding on the emergency until you restart, while you fumble with the ignition, the throttle, and the shift lever. It works equally well in parking on a hill, for you don't have to dance a jig while you're maneuvering into a parking spot.

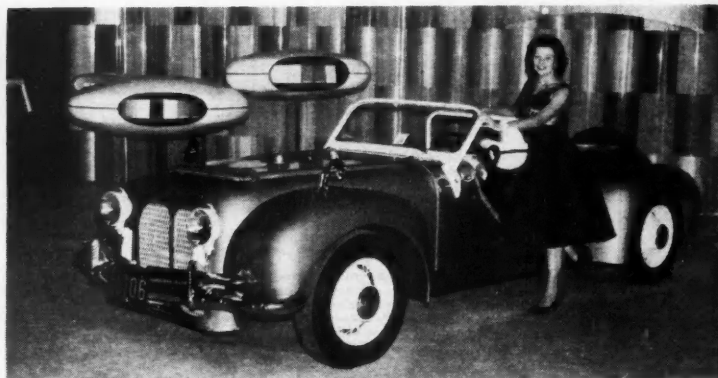
According to the Auto-Mate engineers, there's nothing to wear out. After the initial installation (which takes up to 45 minutes), the unit is guaranteed for 25,000 miles. All they ask is that you come in every 5000 miles for a free checkup, plus a drain and refill of the fluid in the check valve.

It's been a long time in coming, but it sure seems to have been worth the wait. Maybe next it'll be stock on production cars?

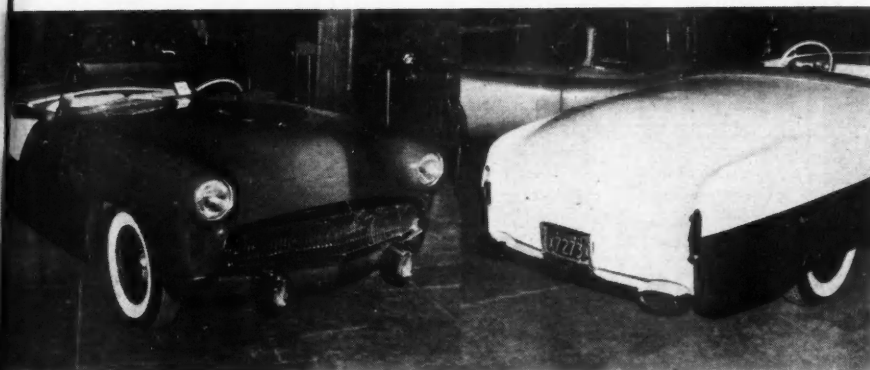
—W. A. W.

CUSTOMS:

Something good, something garish

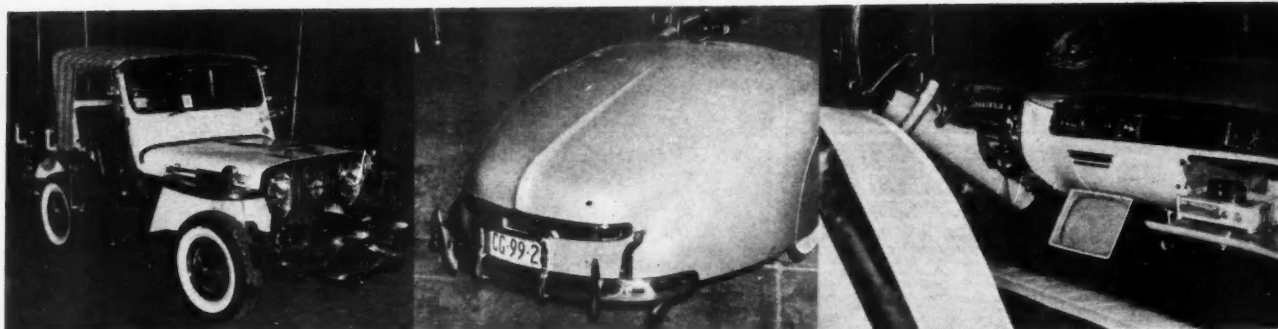


THE PHILADELPHIA AUTORAMA was the collecting point for a vast variety of unusual cars. The hand made beastie above has shown its heels in several Eastern sports car events, often with a lady driver.



THE SECRET of successful customizing is the improvement of the car's appearance while retaining functional utility. This older-model Ford is a fine example of how an individual's artistic ability and patience can be displayed in a unique and tastefully modernized automobile.

a photo story by Joe Wherry



RIDICULOUS HARDWARE like that covering this Jeep indicates a sense of humor (we hope). In the center is a Jaguar which has been effectively ruined by extending the rear with a Nash deck lid and tail lights, adding 12 inches to the overhang. On the far right is an example of a different custom approach: the installation of interior accessories such as a TV receiver, record player, and earphones. Good grief!

Locked Axle Performance ...yet it *Differentiates!*



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Differential

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 - S2-LF-50—Lincoln OHV to '49-51 Ford & Merc
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 - LF-40—'49-51 Line, F1H to '32-48 Ford-Merc-Linc, etc.
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ENGINE DESIGNERS! Where Do We Go From Here?

AS THE CONVENTIONAL piston engine becomes refined to a degree almost beyond belief, it is natural that engineers should search for an engine system to supplant it—a system which could match piston designs now, and be capable of future refinement far surpassing current patterns. There may be no philosophical grounds for the belief that some new plan *must* exist for the replacement of conventional auto engines, but the laboratory men—bless their little slide rules—keep trying.

A widely publicized recent development in this line is the gas turbine, an engine which dispenses with pistons, gear boxes, and high octane fuel and tries to achieve the "continuous-whoosh" performance so dear to steam-power fans. Gas turbines which use a rotary, vane-type compressor have been tried by Rover, Boeing, Chrysler, and Fiat with some success—and there are rumors that Daimler-Benz has something in preparation for their re-entry into competition in 1960 or thereabouts. But this engine system apparently has certain fundamental drawbacks which just don't want to be licked. They can't be made appreciably lighter for equivalent performance, they use too much fuel, and they lag when sudden acceleration is demanded.

Dr. Donald N. Frey, associate director of Ford's Scientific Laboratory, recently

addressed an engine symposium sponsored by the Detroit section of the Society of Automotive Engineers. He went into the theoretical possibilities of a gas turbine which uses a "free-piston" gasifier in place of a rotary compressor.

Such an engine offers several advantages. Its fuel consumption is slightly less than that of a "regenerative" gas turbine. Its throttle response, while not up to a good piston engine with a stick shift, is about as good as the piston engine/torque converter arrangement now in popular use. It has the unusual asset (up to now workable only with steam engines) of a "split installation"—gasifier in front, turbine in rear—which makes for superior weight distribution and eliminates the drive tunnel nuisance found in current chassis designs.

Against the free piston-gas turbine is its weight—up to three pounds per horsepower—and some grave doubts about its useful life under full load.

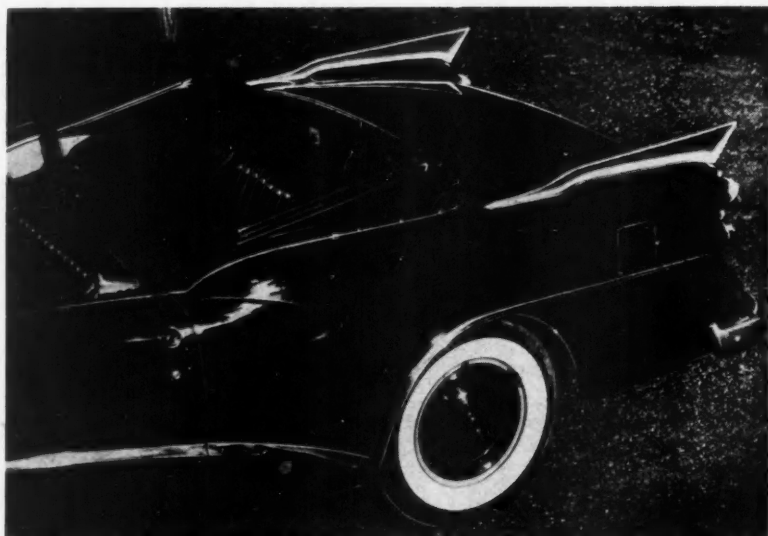
So it appears that we are still hunting for a replacement powerplant for our cars. Any engine system which can do the job must, for equivalent power output:

1. Weigh less
2. Occupy less space
3. Use less fuel
4. Cost no more to produce.

We haven't got it yet. Designers, man your drawing boards.

—Jeff Cooper

FINS IN THE NIGHT



ALEXIS de SAKHNOFFSKY is a name well-known to aficionados of automotive styling. Here's his latest creation: a practical application of fins on his Buick convertible. At night, says Alex, "The ethereal quality of the lucite (fin) adds a beautiful touch to the silhouette of the fender and the soft glow provides a safety identification."



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| Oldsmobile Super-88 | 10.6 | 7.0 |
| Chevrolet V-8 Powerglide | 12.3 | 7.3 |
| Buick Century | 9.8 | 6.4 |
| Mercury Mercumatic | 11.9 | 7.5 |
| Chrysler New Yorker | 10.8 | 7.6 |
| Thunderbird | 9.5 | 6.2 |
| Dodge V-8 Powerflight | 14.5 | 8.7 |

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BUICK

continued from page 28

Is There Confusion Under the Hood?

Yes, if you want to do much more than check the battery or your oil level. Only an expert will be able to remove even the spark plugs without clearing away a maze of plumbing from the power steering and power brake pumps; tubing, etc. The heater blower also obstructs No. 4 plug on the right bank. In case you lose the coil and distributor, remove the air cleaner. And don't forget, if you need a quart, to have the attendant put a pint in the right and a pint in the left filler.

What's Different About a Buick?

A great feeling of weight and size, both understandable in light of the facts. Wonderful smoothness from Dynaflow, especially pleasant when accelerating. One of the softest rides available today. Small features like the step-on parking brake (you'll especially like it if your hydraulic system should ever fail and you have to drive for some distance), and the keyless ignition switch that makes it possible to

leave your car in a parking lot while you keep the key to the locked trunk or glove compartment.

You may want one of the buzzers that you can set to go off—and keep buzzing—at any speed you like.

Will It Stay New?

Look around you and you may be surprised by the age of some of the clean-looking Buicks you see. Owners tend to stick with the make, so must like the service they get. Watch out for a hum from the rear end in the car you pick; the test car had this familiar feature before 1000 miles showed on its odometer. If you buy a hardtop, particularly a four-door like the test car, check all doors and door windows for fit and smooth operation: the right rear window on ours hung up occasionally.

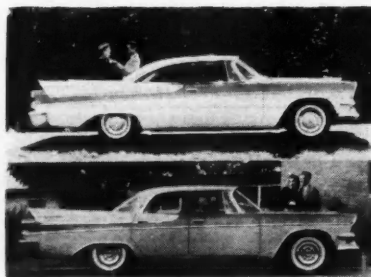
The Other Buicks

The Buick line begins (priced) with the popular Special, whose three-holed hardtop is in the bottom photo. A comparatively low compression ratio of 9.5 to 1 with Dynaflow still demands premium fuel; a stick-shift version, recommended

DODGE

continued from page 32

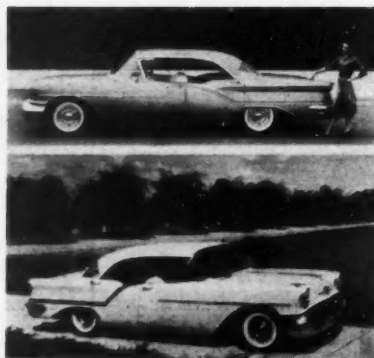
The two Dodges shown are both Custom Royal Lancers, a two-door (above) and a four-door below. Either body shell can be bought in less luxurious trim as a Royal or a Coronet; both have the Red Ram V8, with powerpack at extra cost. Since the D-500 engine and suspension are only \$72 extra, they're a good buy.



OLDSMOBILE

continued from page 37

The non-Super, or Golden Rocket, 88 (bottom photo) is essentially a less dressy version of the Super 88. Consequently, it's 50 pounds lighter. Only important mechanical variation is in rear-axle ratios:



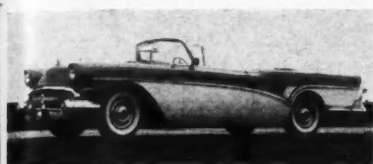
the Super's 3.42 to 1 means more feet per second in acceleration and the plain 88's 3.23 to 1 gives more miles per gallon. (Both of these are with Hydra-Matic.)

As for the bigger and ultra-ultra 98 (top), it comes equipped with Hydra-Matic, power steering, and power brakes. Using the rear axle of the Super 88 but with 300 pounds more heft to haul, it should produce slightly less performance, less gas mileage, and presumably more envious looks from your friends.

About Those New Triple Carburetors...

As you read in MT last month, the system consists of three dual-barrel carburetors. You use only the middle one unless you push the throttle past the $\frac{3}{4}$ mark, when the other two cut in.

Initial plans are to make the three-pot setup available on Super 88 models. We may assume they can be added to the 98 models also. Only engine change with three carburetors is a compression ratio boost to 10 to 1; this raises horsepower to 300 at



only if your car needs are unusual, thrives on regular gas with 8.0 to 1 compression. Either Special will bring smaller fuel bills and less reputation for acceleration than will the Century. Except for its engine, the Special is much like a less-luxurious Century.

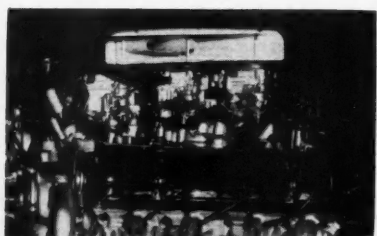
The Super and the Roadmaster, shown in convertible form in the upper photo, are even more alike. Larger and heavier, they use the same engine as the Century. The Roadmaster is a more expensively trimmed car with larger tires and slightly more brake lining area. Both Super and Roadmaster include power steering in their price; economy and acceleration of both will lag behind the hot Century.

4600 rpm, torque to 415 pounds-feet at 3000. Valves, camshaft and ignition are exactly like those in stock models.

Detroit Editor Joe Wherry reports: "Top speed is up. Olds prefers not to discuss this." He continues: "Weather during test (in particular, visibility) prevented my speed run. I was able to get the following performance, using speed corrected to average errors: 0-60 9.4 seconds, 50-80 also 9.4. [Not up to our last month's prophecy. —Ed.] Factory performance data which I saw shows car will make 60 in 9.1 with one aboard on dry pavement. I'll buy this, for my check car had less than 50 miles on the odometer, was stiff, had two aboard, and the road was slippery.

"I'm told fuel mileage will suffer slightly at higher speeds. Probably it will be better than now at lower speeds before the two end carburetors are cut in. The car I ran weighed in before running at 4408 pounds."

Below is the installation, showing the new oval-shaped air cleaner that in some ways makes a handier compartment than the big round type. The equipment gives you a JATO (jet action take-off) engine, and it costs \$83.



The Chevrolet's Brakes...

LAST MONTH'S '57 Chevrolet road test was incomplete because of the unprecedented rush in preparing our Show Issue.

Our usual brake fade tests consist of a series of slow-downs at the deceleration rate of 15 feet per second per second. We drive the test car at a true 60 mph, as indicated previously by our fifth wheel and electric speedometer; we decelerate at the above rate until we reach a true 20 mph, then immediately accelerate at full throttle to 60 again, decelerate and so on. One man drives while the other jots down copious notes. Here are the Chevy data:

First, second and third stops O.K. Right rear wheel grabbed briefly on fourth stop, and slight odor was noticed. Slight swerve to right on fifth stop. Pedal pressure began to increase on sixth stop, continued through tenth stop. Impossible to hold 15 feet per second per second rate (12 was maximum) on eighth and ninth stops. Maximum deceleration rate decreased sharply on tenth stop to 10 at 30 mph and then to five at 20 mph; pedal very hard. Eleventh stop produced erratic pedal; 15 feet rate could again be held. Twelfth stop duplicated tenth stop; odor had become gradually severe. —P.M.

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Motor Sports

by Don O'Reilly

The byline of the former editor and publisher of the original bible of auto racing—Speed Age magazine—will soon become familiar to regular readers of MOTOR TREND. In the interest of greater coverage of the entire world of motor sports, we have arranged for Don O'Reilly to contribute our monthly column, "Motor Sports." His insight and broad knowledge of the subject will be felt in future issues.—Editor

Enough! Enough!...

NEW YORK TO LOS ANGELES in less than 48 hours: 2913 miles in 47 hours, 37 minutes, for an average of 61.18 miles per hour. That's the performance record recently established by Danny Eames and Chuck Daigh in a 1957 Ford, the same car that just set hundreds of new speed and endurance records at Bonneville.

That should put an end to the flurry of cross-country speed runs, and not a day too soon.

When the Congressional probes descended on Detroit for the auto safety hearings, the prophets of doom and gloom, as the politicians would say, quickly predicted an end to factory participation in auto racing. For a day or two, the factories gave indications that they might be "running scared," but it certainly didn't last long.

Chevrolet, who was the most timid immediately after the Congressional hearings, suddenly turned Betty Skelton loose on an

East to West speed junket. Miss Skelton, undoubtedly the foremost feminine professional auto driver in the business today, works for the Chevrolet advertising agency. She was accompanied by Miss Caroline Russ, publicity chief for Don Allen Chevrolet in New York and environs, so the factory was making no effort to hide its backing of the run. The two girls covered the 2913 miles (that's map mileage used for both Chevy and Ford runs) in 56 hours and 58 minutes, averaging 51.14 miles per hour.

The Ford advertising boys didn't let any grass grow under their tires and within three weeks, the Bonneville speedster was hurtling across the country and Ford was shouting that they "cooled off the hot one by better than nine hours." The irony of the situation is that Skelton and Russ were so far ahead of schedule when they neared California that they pulled into a motel to rest for a while. They wanted to avoid criticism for running too fast.

The cross-country marathon started May 28 last year (1956) when Tom Clark of Richmond, Va. drove a French Renault 4-CV from Los Angeles to New York at 44.10 mph. He failed to better Cannon Ball Baker's 1928 Franklin record. Undaunted, Clark, with his wife as co-pilot, charged from New York to Los Angeles at 47.62 mph for a new record. After a stop of an hour and 56 minutes for fuel, car service, lunch and press photos, the Clarks headed back to New York, at 46.29 mph. The round trip, complete with California interlude, took 124 hours, three minutes and 30 seconds, 46.23 mph for 5733.6 miles. Cannon Ball still holds the coast-to-coast solo record.

As it stands now, nobody can better the Ford record and still stay within all legal speed limits, so this foolishness had better halt. The Ford boys didn't prove a thing. Their car had run faster and longer—much

longer—at Bonneville, so the public knew the car could "take it." The only thing they did was blast the value out of their competitor's advertising campaign.

Bashing Around at Bahamas...

THE LAST SPORTS CAR RACE on the FIA International Calendar for 1956 was held in the lovely Bahamas near Nassau, December 14 through 17. Correspondent Dan Rubin sent us the following results (and a fine selection of photographs which will appear next month.)

FRIDAY'S WINNERS. *Governor's Cup* section 1, cars under 2000 cc displacement: 1. Howard Hively, Ferrari Testa Rossa, 92.206 mph. 2. Ken Miles, Porsche-Cooper. 3. E. Crawford, Porsche Spyder. 4. Masten Gregory, Ferrari Testa Rossa. *Governor's Cup* section 2, cars over 2000 cc displacement: 1. Carroll Shelby, 4.9 Ferrari, 99.095 mph. 2. Marquis de Portago, 3.5 Ferrari. 3. Lou Brero, D-Jaguar. 4. John Fitch, D-Jaguar.

SATURDAY'S WINNERS. *Ferrari Handicap.* 1. Masten Gregory, Ferrari Testa Rossa, 94.96 mph. 2. Marquis de Portago, 3.5 Ferrari. 3. Ted Boynton, 1.9 Ferrari. *Jaguar Handicap.* 1. John Fitch, D-Jaguar, 94.879 mph. 2. Lou Brero, D-Jaguar. 3. George Constantine, D-Jaguar. *Porsche Handicap.* 1. Mike Marshall, Porsche Spyder, 88.983 mph. 2. Arthur Bunker Jr., Porsche Spyder. 3. Sam Weiss, Porsche Spyder. *Ladies' Race.* First heat; Denise McCluggage. Second heat: Marion Lowe, D-Jaguar. Point winner: Sammie Chapin, Ferrari Testa Rossa.

SUNDAY'S WINNERS. *Preliminary 15-lap Consolation:* Marty Malarky, Mercedes 300-SL, 85.135 mph. *Nassau Trophy,* 210 miles: 1. Stirling Moss, Maserati 300-S, 96.219 mph. 2. Masten Gregory, Ferrari Testa Rossa. 3. Marquis de Portago, 3.5 Ferrari. 4. Ken Miles, Porsche-Cooper.

Which Way, F.I.A.?...

THE U.S. WILL REMAIN AN ORPHAN as far as international auto racing and performance record certification is concerned, at least until May. The Federation Internationale de l'Automobile is sending a three-man fact-finding team to this country to study the various organizations and the entire racing picture here. After the committee reports its findings, FIA will name its new sporting affiliate replacing AAA which stepped out of racing a year ago. The delay will not affect Sebring or Indianapolis, both operating under direct sanctions.

AAA wants back in, to handle the lucrative Bonneville performance runs, while USAC is campaigning for the right to supervise all motor sports activities, and NASCAR would also be most happy to accept that assignment.

The SCCA is cooperating with USAC in its bid for international recognition. Hubert Schroeder, FIA Sporting Commission Secretary, tells us FIA will not consider splitting the authority among two or more clubs, as was suggested by one source. The SCCA would like to take over control of the Sebring 12-hour Grand Prix of Endurance, but this

DAN RUBIN



STIRLING MOSS in the winning Maserati 300-S at Nassau.

revives the old problem of amateur versus drive-for-pay sports car races.

Alec Ulmann, promoter of Sebring, was one of the early spark plugs of SCCA, working tirelessly for the club and carrying much of the burden of Watkins Glen and Bridgehampton races. SCCA suffered growing pains and internal political strife. During one bitter election campaign, Ulmann was ousted from the club. Although an amateur himself, his advocacy of prize money for sport car races was something unmentionable in SCCA circles. Ulmann has made the Sebring race a success, with king-size purses paid, European drivers and cars regularly enter, and the event is now on the International sports car championship calendar.

At the 1956 SCCA annual meeting, the discussion was quite heated as some members advocated SCCA personnel be banned from racing at Sebring. The proposal failed and club president Jim Kimberly was among the Sebring drivers. No SCCA driver may receive remuneration for events in this country, except the usual cups and trophies. No restrictions are placed on members' professional appearances abroad.

A member cannot accept money for participating or placing in any race, nor accept wages or other compensation for driving another person's car, nor make his living directly or indirectly as a racing driver.

The SCCA amateur cannot accept, from any source, transportation expenses for car or driver, or even food, lodging or other expenses involved in the participation in races.

No member may enter any event that is not approved by the Contest Board and the board disapproves of all events for which any remuneration is paid whether or not the individual refuses to accept money. Last year, the board granted special exception for Sebring.

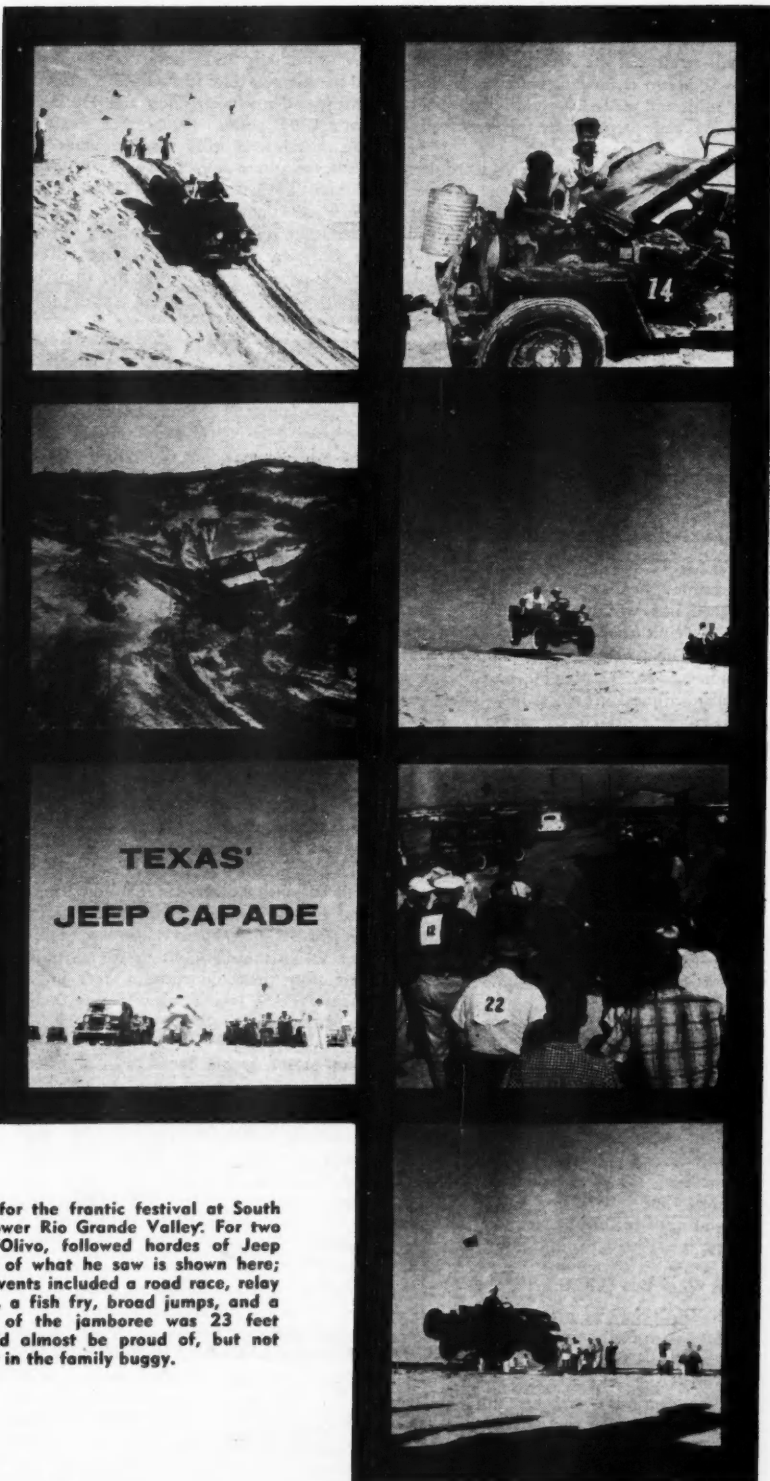
Meandering Metro . . .

IN WESTERN SPORTS CAR RACING, Volvo has consistently dominated the Sedan Class during the past 12 months or more. Alfa-Romeo Giulietta sedans and a Simca or two have been providing plenty of close competition, but the advent of a hard-pressing '57 Metropolitan on the racing scene was greeted with hearty guffaws.

Spectators choked on their chuckles, however, when Dr. Paul Winters held a strong

continued on next page

Cross Country Runs . . . Nassau Results Saab Wins the G.A.M.R. . . . Which Way, F.I.A.?



TEXAS' JEEP CAPADE is our name for the frantic festival at South Padre Island, off the coast of the Lower Rio Grande Valley. For two days our ace photographer, Bob D'Olive, followed hordes of Jeep owners around with his Rollei. Some of what he saw is shown here; it's impossible to print all his shots. Events included a road race, relay races, a treasure hunt, dune-bugging, a fish fry, broad jumps, and a general ball. Top Jeep broad-jump of the jamboree was 23 feet 8 inches—a feat an Olympian would almost be proud of, but not one that anyone should try in the family buggy.

continued from previous page

third position behind two Volvos at Paramount Ranch, Calif., November 17. That is, he held third until he lost a wheel in a corner when the lug bolts pulled through the wheel disc. But the Metro's acceleration and straightaway speed were really surprising. You will recall that the Austin A-50 engine in the '57 Metro is fundamentally a detuned MG-A mill, and with Dale Halliday's careful tuning and preparation, this car really hauls.

Since the Metro has just been scheduled for international distribution, due to its sales success, it seems that American Motors might do well to support active competition for the publicity to be gained. The greatest aid would be the cataloging of stiffer springs and, especially, heavier shocks and wheels as optional equipment, so the racing crowd could improve handling while remaining "stock" insofar as regulations require. The rumored dual carburetor manifolds, bigger brakes, and other special equipment would also be greatly appreciated. Impressive racing successes could remove the Metro from the joke book and put it in the record and sales books. Are you listening, A.M.?

International Events for '57 . . .

FOR YOUR CONVENIENCE in planning, or just dreaming, here are the tentative dates for FIA-sanctioned world championship events.

Grand Prix Championship: Argentina, January 13; Cuba, February 24; Monaco, May 19; Indianapolis 500, May 30; Belgium, June 2; Holland, June 16; France, July 7; England (and Europe), July 20; Germany, August 4; Italy, September 8.

Sports Car Championship: Buenos Aires 1000 km, Argentina, January 20; Sebring 12 hours, U.S., March 23-24; Mille Miglia, Italy, May 12; Nurburgring 1000 km, Germany, May 26; Le Mans 24 hours, France, June 22-23; Swedish 1000 km, Kristianstad, August 11; Tourist Trophy, Ireland, September 14.

Rally Championship: Monte Carlo Rallye, January 22-29; Sestriere, February 24-28; Great Britain, March 5-9; Acropolis, April 10-14; Tulip, May 5-11; Germany, May 30 to June 2; Midnight Sun, June 11-16; Geneva, June 27-30; Alpine, July 7; Liège-Rome-Liège, August 28 to September 1; Adria, September 11-15; Viking, September 20-24; Iberia, October 3-6.

All of these dates are subject to change or cancellation, particularly in view of the present fuel shortages throughout Europe. At press time, racing has been banned in England until further notice, and the rest of Europe is expected to follow suit.

Saab Wins the G.A.M.R.! . . .

THIS YEAR'S FIA-sanctioned Great American Mountain Rally was one of the toughest ever, and the Swedish-built Saab 93 (MT, July '56) scored in places 1, 6 and 17, to win both the team and overall first trophies. Driving 1400-plus miles through rain, ice, sleet, snow, and mud in rugged New England mountains, Bob Wehman and Louis Braun

navigated their three-cylinder, 750 cc front-wheel-drive car to a winning low point score: 1516. For the first time in four years, the winners were able to hold their lead during the entire three-day grind.

Second place went to Canadians Budd Macklay and Graham Locke in a Renault 4-CV, with only 1554 points which helped lead the Renault team to a second place. With husband-and-wife team Don and Flo Blackburn's 1993 points, Jaguar took both the third overall and third team trophies. The next seven places went to a trio of VWs, a Triumph TR-3, and an MG Magnette. The U.S. Production class was won by Edwin Bederson in a '57 Plymouth which, considering Chrysler Corp.'s greatly improved suspension system, doesn't seem too surprising.

Motor Sports Speculations . . .

THERE ARE A PAIR of interesting rumbles traveling around, apparently with some truth in them. Time will tell . . .

Last summer a Chevy Corvette affiliate purchased a D-Jaguar and replaced the engine with a very hot Corvette V8. After months of experimentation, the car was minutely inspected, and all the data went to a staff of excellent engineers. Latest dope is that a group of cars have been built with tubular space-frames, an ingenious suspension, and special bodies, and that the bugs have been well worked out.

Sebring is supposed to be the debut of these new factory specials, and they are expected to run in the modified class with, in addition, the familiar "stock" Sebring Corvettes to be entered in the production class. If true, this could be the first U.S. factory attempt at developing cars for competition in the International Sports Car Championship, if not Grand Prix racing. Interesting?

The other rumor is that Jaguar is developing its XK-160 around the D-Jag concept. The production machines of next year or so will be much lighter, faster, better handling, and entirely different in appearance from the present XK-140. There is also some talk of a Jag V8 in the offing! If there's anything to this story, it could mean a real improvement in U.S. Jaguar sales. If false, may we suggest that Jaguar get hot on the idea?

The Motor Sports Scene . . .

HERE AND THERE: Watch Ford go all out in stock car racing this year, shooting for top honors in all racing divisions . . . Carl Kiekhaefer has "retired" from racing again. He was in a big hassle with the press last summer when they quoted him as retiring, but he denied saying it. This time, he acts like he means it, but anything can happen. Mechanic Red Vogt and a few others are still on his payroll, as we go to press . . . Kiekhaefer kept Herb Thomas on his payroll all season, even after Herb switched to Chevrolet . . . Marshall Teague might jump back to NASCAR after a few years of bitter, strained relations . . . Jack Senn is now handling NASCAR publicity, succeeding this writer who resigned to devote full time to a syndicated newspaper column, "Inside Auto Racing," and to

MOTOR TREND. We just finished a book, now being published, and a couple more are in the planning stage . . . The 500-mile race at Monza, Italy will be split into three sections, two 125-mile heats and the 250-mile Grand Prix of the World. It was scheduled June 29, but USAC's Duane Carter insisted on a rain date next day, because it would be unwise and unsafe for the American drivers to attempt to drive on a wet track without having had sufficient racing experience under those conditions. Carter anticipates speed to average 160 mph. It's a 2½-mile banked asphalt track and the race will be run counterclockwise, a European concession to the visiting Yankees . . . The 39th International Motor Show at Turin has been pushed back to Oct. 30-Nov. 10 instead of its usual time in April, strictly as a concession to manufacturers . . . Formula II racing is gaining supporters in a fashion never before seen in motor sports. Every manufacturer of note, and some unknowns, is building an under-1500 cc (91.53-cubic-inch) engine to put in a midjet-sized race machine. It's rumored that a U.S. team, with Meyer-Drake-powered cars, is being formed in New York to carry the white and blue U.S. racing colors to Europe. Top professional drivers have been mentioned as considering berths . . . Brian Lister of Cambridge, England, has built a team of Lister-Maserati Formula II cars, and is now at work on a very hot sports car to be completed in February. He has promised to send us the first photos available, and you can be sure we'll print 'em . . . Stirling Moss will drive for Vanwall in '57, and Carroll Shelby will be a pilot on the official Maserati G. P. team . . .

—D.O.R.

what's
coming up?

january

- 19-20, CSCC Road Race, Pomona, Calif.
- 19-20, Rose Tree Motor Club, 3rd Annual All-nite Rallye, Media, Pa.
- 20, 1000 Kilometers de Buenos Aires, Argentina.
- 22-29, Monte Carlo Rallye, France.
- 24-26, SCCA Annual Meeting, Detroit.
- 26-3, Houston National Automobile Show, Houston, Tex.

february

- 3-17, Daytona Speedweeks, Daytona Beach, Fla.
- 4-8, National Auto Accessories Show, New York Coliseum.
- 19-20, National Roadster Show, Oakland, Calif.
- 20-24, 7th Annual National Autorama, State Armory, Hartford, Conn.
- 24-28, Sestriere Rallye.
- 24, SDSCC 7th Don Diego Rally, San Diego, Calif.
- 24, Grand Prix of Cuba.

march

- 5-9, Rallye of Great Britain, England.
- 23-24, Sebring 12-hour Endurance Race, Sebring, Fla.

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"GENTLEMEN, START YOUR ENGINES"

continued from page 24

missing equipment. But among all of the European racing fraternity on hand to greet us, there wasn't a single person who spoke English. One pleasant Italian fellow, who seemed to be in charge of things, did his best to help us. But our sign language was entirely inadequate for all but the most simple questions.

"First, he showed us to a garage and helped us unload the truck. Then he climbed into the cab of the truck with us and pointed the way to a huge house only a short distance from the track. Several mechanics and some of the usual hangers-on, always found around race tracks, also were quartered there. They seemed genuinely pleased to meet us when the introductions were made by our escort. Their friendly smiles and constant chatter made us feel at home, even though we couldn't understand a word they said. But our bare, cold rooms, with tile floor and high ceiling, were absolutely dismal.

"The first thing I wanted was a bath. And what an experience that was! The tub was a huge metal affair with a wood stove built right into a special compartment at one end of it. A maid lighted the fire and turned on the water as soon as the tub began to get warm. Apparently it would be a little while before my bath was ready. So I went into the bedroom, undressed and stretched out for some rest while she completed the preparations. About 30 minutes later I went to see what progress had been made and she indicated everything was ready.

"I said 'Okay' and waited for her to leave the room, but she just stood there. I stood there too, for a few minutes, with my robe on, wondering if she intended to watch me bathe. Then I remembered reading about men and women bathing together in the Orient as a matter of course and I thought possibly it was customary in Italy for the maids to remain in attendance. It should have been evident to her that I was ready to get in the tub. And it seemed very evident to me that she had no intention of leaving. Finally I shrugged my shoulders, peeled off my robe and stepped into the luke-warm water. She gave a little scream and jumped out of the bathroom without even looking back.

"We were able to understand each other better at the dinner table, however. After Leon and I had stuffed ourselves with salami, cheese and spaghetti—because we didn't know that a meat course was included on the menu—she brought in big steaks with the blood still oozing out of them. They were much too rare for us and Leon tried in several ways, without success, to get across the idea that we would like to have them cooked a little more. I waited until he had given up in disgust. Then I speared my steak with a fork,

held it above my plate and lit a match under it.

"'Ab! Bien qui,' she giggled; and took them out to the kitchen. When she brought them back, they were done to perfection.

"Early the next morning we returned to the track with the hope of getting some information about the tools and spare parts which the French customs officials had confiscated at Havre. We didn't even have a sparkplug wrench with which to install the plugs so that we could fire up the engine. Italian wrenches didn't fit our equipment and the 91-cubic-inch engines, such as we had, were very critical on plugs.

"Owing to the language problem, it was almost impossible for us to make the Italians understand our questions and we had even greater difficulty understanding their answers. The one word they seemed to use more than any other was *domani*. Everything was 'tomorrow, tomorrow' until we became sick and tired of hearing it.

"On the morning before the race, one of those huge two-wheeled carts, pulled by the smallest donkey I have ever seen, rolled up to our garage with all of our tools and spare parts. But by that time we had lost all interest in their whereabouts. While watching the other cars and drivers during their preparatory runs I had learned *La Pista*, which was the speedway at Monza, was only a small part of the course over which the race was to be run. The rest of the circuit was a road course which rambled through the adjoining



countryside. Sharp turns made good brakes and sturdy transmissions absolutely necessary—and we had neither.

"Although we had known the two courses adjoined each other, and could be used separately or together, we had been under the impression all along that the only course used for the race would be *La Pista*. Our car was designed strictly for speedway use. We had brakes on it only because they were required by American racing specifications. They certainly were not built for heavy duty work. And we couldn't use the braking power of our engine, by shifting from high to a lower

gear when approaching the turns, because such a strain on our transmission at high speed would dump everything right in the bottom of the pan.

"The arrival of our equipment snapped Leon out of his doldrums, however, and it



wasn't long until we were ready to fire up the engine for my first trip around the course. Then I got another shock.

"'I'll drive it myself,' said Leon. 'There's no reason for you to go out and kill yourself just to show everybody how fast this car is. And that's exactly what would happen. You'd come whizzing down that long straightaway with the rest of them, or maybe a little faster, and suddenly discover you didn't have good enough brakes to get into the turn safely.'

"He must have been a mind reader, because I certainly had been thinking about how much fun it would be to suck a couple of their champions under in front of the grandstand, even if I didn't have any chance to match their speed on other parts of the course. But with no hope of actually winning, it didn't matter much to me whether I drove or not.

"During the afternoon we managed to get the car running perfectly and that evening we mapped our strategy so that Leon could give at least one demonstration that we hadn't brought a baby buggy to Italy—that we really had a pretty hot automobile.

"We'd had just enough running time to learn how long it would take for Leon to make a lap at reasonably safe speed and we had clocked the other cars and drivers enough to find out how fast they probably would lap it in competition. Leon, of course, would be trailing the leaders from the start. After five or six trips around the circuit, they would be about ready to lap him. If we figured exactly right, Leon could be on the turn leading into the long straightaway when they overtook him. He would be only a few feet behind them when they hit the top of the stretch. Then he could jump on it for a burst of speed which would give them a good sucking under right in front of the grandstand before slowing down for the turn.

"The pits at Monza resembled little summer houses, with roofs, and they all looked alike. Leon had not done enough running to get the location of our pit impressed in his memory and he almost wrecked the car on the first lap while looking for my sign. The

Italians had installed large wooden pylons to separate the main straightaway of the speedway from the home stretch of the road course, which paralleled it. As he swept past the pits, Leon was devoting more attention to looking for me than he was to his driving. He veered just enough off course to hit one of the pylons with his right front wheel. The spectators laughed, thinking he had lost his way right on the main straightaway. It was really a most embarrassing experience. But, fortunately, no damage was done except to the pylon, which was completely shattered. The wheel and tire still were intact.

"A couple of laps later the leaders picked him up from behind on schedule, about midway of the backstretch. As they zoomed by him, Leon stepped on the throttle in order to remain on their tail for the turn into the home stretch. But the engine balked. Unless the powerful little 91-inch jobs are run at high speed constantly, they have a tendency to choke up and not fire on all cylinders. That had to happen, of course, right at the psychological moment for Leon to start his grandstand play. The job of cleaning out the engine, with rapid manipulation of the clutch and throttle, required only a few seconds. But by that time Leon had a lot of ground to make up if his show was to come off as scheduled. He stood on it as hard as he could in an effort to close the gap on the turn.

"Standing in the pit, waiting for the pack to come into view, I was as tense and excited as at any time in my life. I knew exactly what

was going to happen, I thought, and I was cocked and primed to enjoy every second of the performance. When the foreign cars swung into the main stretch, I was all set to let go with a wild yell as Leon charged around them in full view of the huge crowd. But nothing happened for a full second—or maybe two. Then Leon's car came into view, tail first and skidding toward the outer edge of the course. It picked out a nice sturdy tree and wrapped itself around the trunk.

"Fortunately, Leon wasn't seriously hurt, except pride-wise. But we weren't allowed to move the car until after the race was over, with Rudi Caracciola the winner in an Italian Alfa Romeo.

"The job of loading the wreckage on the truck could wait until after we collected the \$4000 appearance money we had been promised. Mr. Florio, however, was not to be found. The only answer I could get from any of his associates was *domani* and I was beginning to detest the word more and more every time I heard it. We really needed the money. We hadn't received a dime prior to the race and the supply of American cash we had brought with us was almost exhausted.

"While I was still hunting for Florio, a Pirelli representative came up to me. With some talk and a lot of sign language, he offered to trade a rain-resistant racing suit made by Pirelli for one of our Firestone tires. He was quite interested in finding out what kind of tire could withstand such a smack as Leon had given it against that pylon with-

out blowing out or suffering any apparent damage. Under ordinary circumstances I'm sure I would have been more generous. But since we were short on money, I told him it would take at least \$250 if he wanted to examine one of them.

"Once again I heard that damn word, *domani*, and I was sure I would never see him again. Early the next morning, however, he returned with a bundle of 250 old fashioned dollar bills—almost enough to paper one entire side of our garage if we had wanted to use them for that purpose. I gladly gave him a tire and both of us were well pleased with the transaction. After closing that deal and loading our equipment, I went in search of Florio again. They told me he had gone to Rome. I tried to find out who might have our \$4000. But the only answer I could get was 'Florio.' Leon agreed that our best bet was to go some place where English was spoken. We moved into a little hotel on the square at Milano and finally located a sympathetic Italian connected with the American attaché's office. The American attaché wasn't much help. He shrugged us off as a bad deal and I had visions of selling pencils on the Milano square to keep from starving. The Italian, however, succeeded in arranging second-class passage for us on the Roma, as wards of the state. With the \$250 from Pirelli, we had a whale of a time on the homeward journey before going broke. But it was a rather inglorious climax to a foreign invasion such as we had planned." —W.S.

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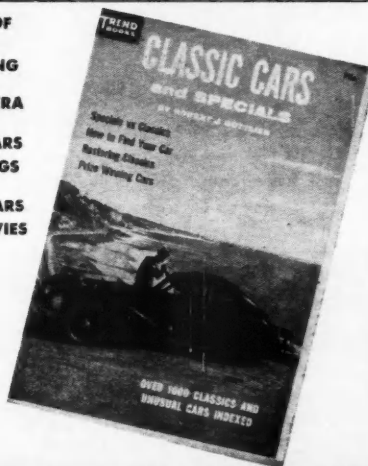
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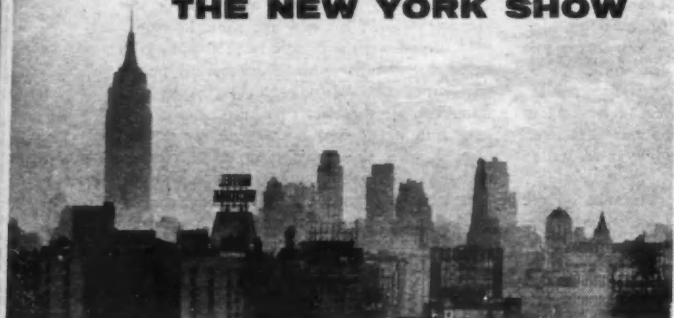
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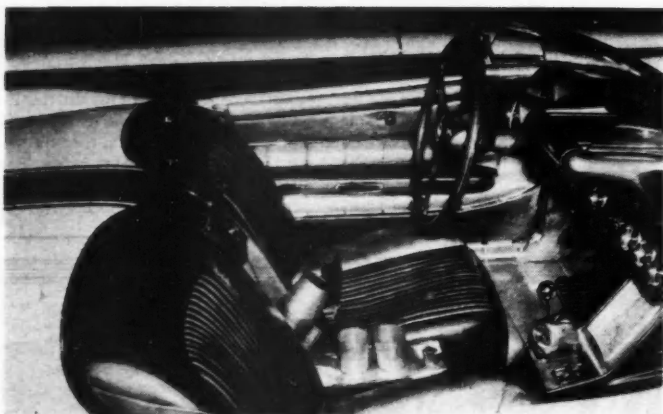
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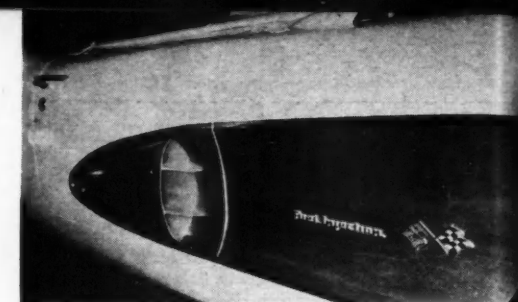
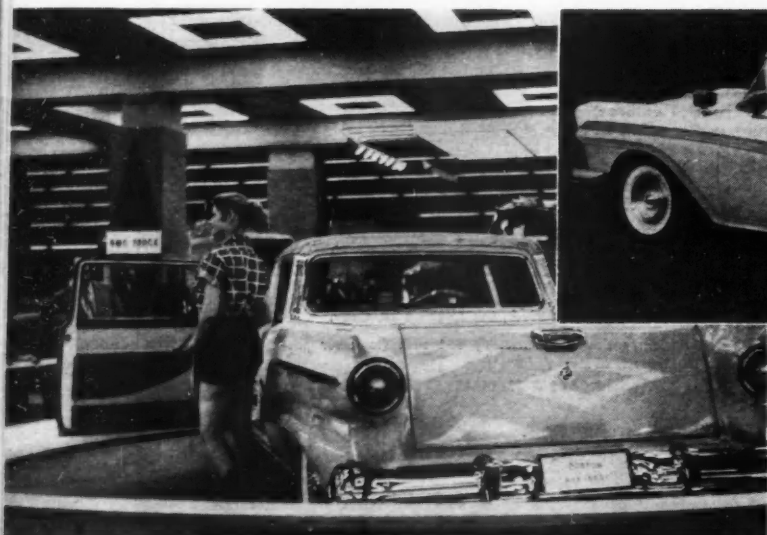
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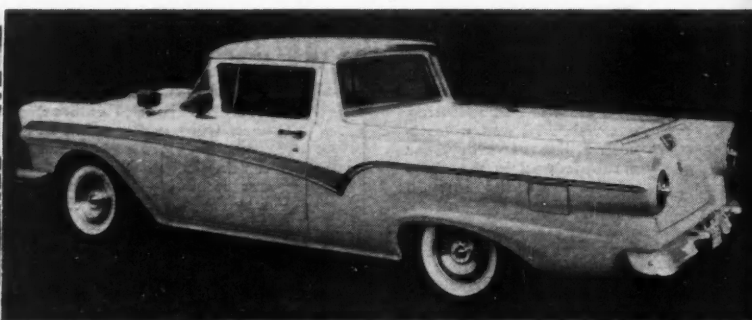
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continued from page 12

AND NOW A ROD FOR FARMER BROWN

IT'LL SOON BE EMBARRASSING to drag it out with that farmer in the new Ford pickup even if he is carrying a bale or three of hay. Ford will hit springtime planting areas with the Ranchero, a cut-down rig that has the lines of a station wagon minus the aft two-thirds of the greenhouse. On a 116-inch wheelbase, this three-seater (as far as the cab is concerned) has the 206-212 Thunderbird V8 engine in the Customline; the 272-inch, 190-hp lower-priced V8 in the lower-priced version; or it can be had with the venerable 144-horsepower, 223-cubic-inch, overhead-valve in-line six. Transmissions cover the usual options from stick with or without overdrive to the Fordomatic box. The Ranchero is 16 inches lower and 18 inches longer than last year's pickup, and for the first time, ball-joint suspension is standard on the agricultural do-all. To top it all off, there's space behind the seat for luggage and the spare wheel. So who says pickups can't be chic? —J.H.W.

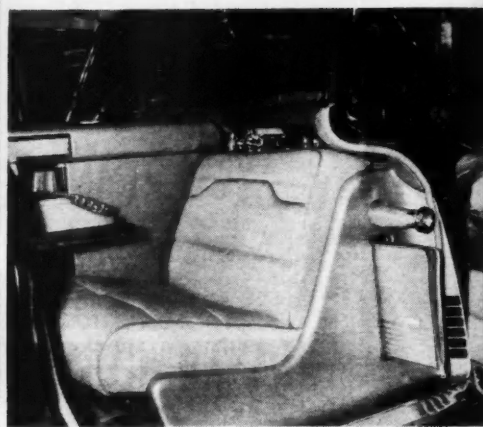


FORD'S RANCHERO pickup bears little semblance to its predecessors. General appearance and slight ground clearance indicate that it is aimed primarily at the urban buyer; only a dolt would use it for cleaning out a barn. It's suitable for short delivery service or sporty socials.

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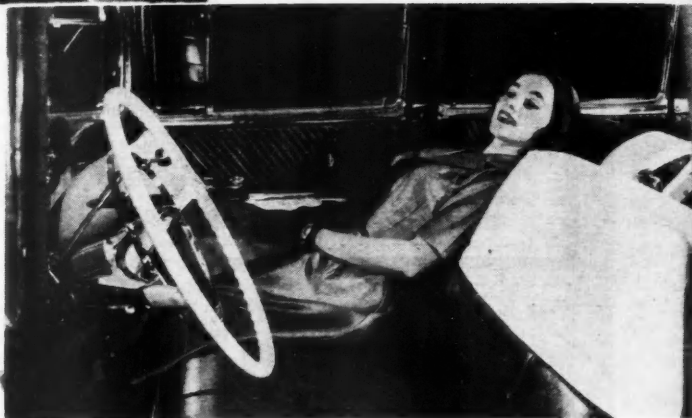
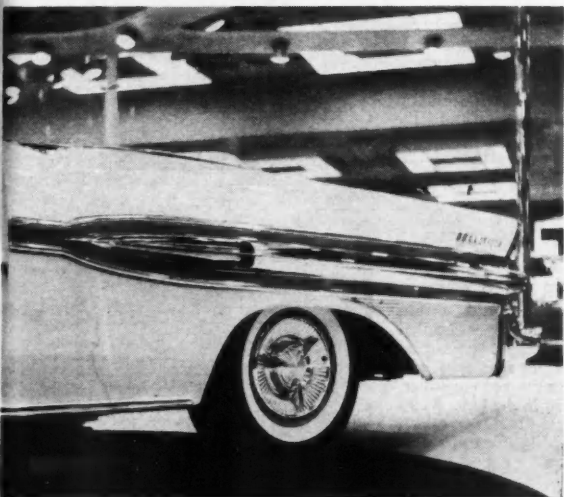
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PONTIAC'S BONNEVILLE is available with its own version of GM's fuel injection already seen on Chevys. FI system boosts horsepower to over 300 bhp, will be available only to dealers.



PONTIAC'S SAFARI Cross Country, above and below, has a comfortable reclining seat, headrest, luxurious interior appointments and a rooftop luggage carrier.



AIR SCOOPS seem to be a favorite styling gimmick; note Corvette (top page 64) and Pontiac Bonneville (left). The Bonneville (above) is a little gadgety in appearance.

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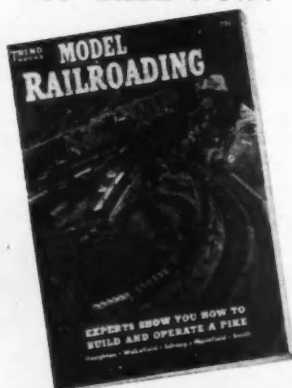
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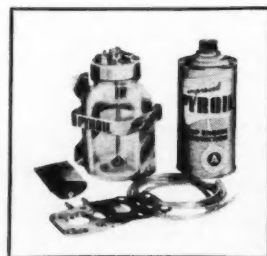
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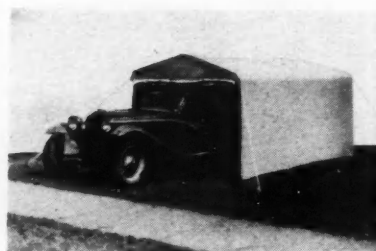
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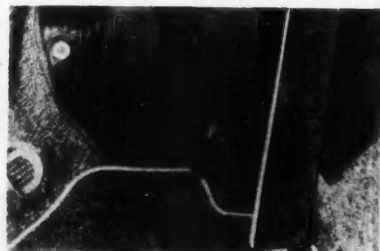
SOLVE PARKING PROBLEMS by erecting your own garage, anywhere. The "Nomad" portable garage provides space for sports, hot rods or economy cars. The rust-resistant tubular steel frame is covered with fire- and mildew-resistant canvas and weighs approximately 88 pounds. Complete with stakes, ropes, and carrying bag for \$198.50 f.o.b., Fox Tent and Awning Co., 624 S. Main St., Ann Arbor, Mich.



CLEAN HANDS without soap, water or towels with Portable Washstand. Grime and grease disappear as the lotion is worked into the skin and a lanolin base provides smoothness afterwards. A four-ounce bottle gives 35 applications and sells for \$1 on money-back guarantee through Towelless Cleaners Co., Orangeburg, N.Y.



KRUISER ACCELERATOR PEDAL for Volkswagens is made of cast aluminum with a corrugated rubber pad. It is installed without drilling. Simply replace an existing bolt with the longer one furnished, and the pedal operates against the present roller. Sent postpaid for \$4.30 in the U.S., \$4.95 in Canada. Triton Co., Dept. MT-1, 4141 N. Richards St., Milwaukee 12, Wis.

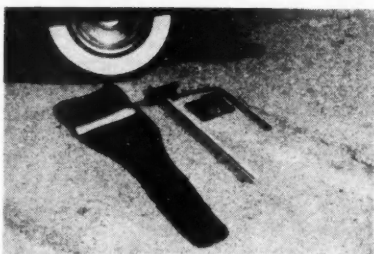




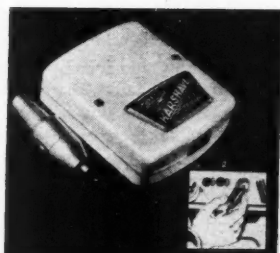
MORE TRUNK SPACE is available through use of this Fold-Away spare tire. It comes with a tire puller and a bottle of CO₂. The latter is inserted into a self-sealing rubber valve built into the tire. For information write to Gates Rubber Co., 999 S. Broadway, Denver 17, Colo.



SNAP-BACK AERIALS are made of weather-resistant Fiberglas. The aerial is coated with a silvery finish which is completely resistant to rust and corrosion. Complete details are available from Antenna Corp. of America, 1148 Euclid Ave., Cleveland 15, Ohio.



JAC-SAC, "Handy, Compact and it Keeps Your Jack from Rattling." A clever vinyl-coated leatherette container designed to keep your tire tools together and eliminate their clattering around in your trunk. Protects your tools as well as getting rid of noise. \$3.95 from Rocco Mfg. Co., 5211 Santa Monica Blvd., Los Angeles 29, Calif.



HIGHWAY DANDIES will find this handy. This Kar Shave plugs into the cigarette lighter and uses less current than a tail light. It's packaged in a metal case and is just a little bit bigger than a package of king-size cigarettes. Either a 6- or a 12-volt model is \$12.95 and comes with a one-year warranty from Shavex Company, 5121 San Fernando Road, Los Angeles 39, Calif.



FABRIC KLEEN is a new spot remover and cleaner that does an outstanding job for cotton, wool, and synthetic fabric upholstery materials. A mixture of dry-cleaning solvents and water, it is one of the most effective cleaners for both water-soluble and grease stains. It's also claimed to help protect the fabric from future staining. Send \$1 to Tanner Products Corp., Dept. 14-A, 3933 S. Broadway, Los Angeles 37.



U. S. ROYAL SAFETY 8 is a new non-squeal tire with greatly improved stopping characteristics. Available with either rayon or nylon cord with tubeless or tube construction and white or black sidewalls, and girl-less. The tire comes in various sizes for both 14- and 15-inch wheels, Marjorie Hellen in one size only: 35-22-35. The tire is said to keep a car steadier on curves. *Curves!* Va-va-voom! Send inquiries (about tires) to United States Rubber Co., Dept. MT-2, 6600 E. Jefferson Ave., Detroit 32.

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New! VERTEX
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WARN MFG. CO.
Riverton Box 6064 F-2, Seattle 88, Washington

CARS FOR SPECIAL

An unusually unreliable source informs us that these entirely new cars are in development by various English firms in order to expand their dollar markets, "particularly in the American colonies"



THE QUARRELSOME

a special model for times of marital strain



B RITISH HUMOR is sometimes stuffy and incomprehensible to the American taste, but artist Brockbank's sharp spoofing of trends in automobile design certainly does not fall into that category. When you consider that these sketches appeared as advertisements—for carburetors, of all things—the whole idea becomes just that much more delightful. There is one disadvantage to showing five of the cartoon series on one page, for this excludes the feeling of suspense and anticipation which was felt as each new British magazine was leafed through in search of the latest Solex, Ltd. ad. American advertisers might do well to take a hint from this irreverent series.



OCCASIONS

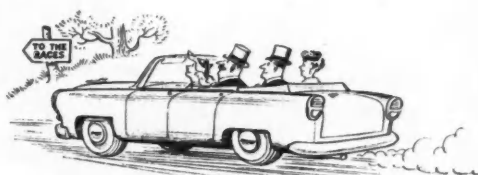


**THE
PNEUMATIC
ADAPTABLE**
*for small spaces and high places**



THE CHAMELEON

*A boon to the
garageless. Also available in
Red Brick or Doric Column
(area railings extra)*



THE GRANDSTAND

(Patents impending)



THE EMERGENCY BALE SOME



**OPERATING INSTRUCTIONS
IN CASES OF EMERGENCY**
(including chronic back-seat driving)
Remove retainer pin, turn
helical screw anti-clockwise until
indicator panel clicks three times.
Brace feet, remove dentures, press firing
button. In case of operational
failure phone your nearest dealer.



WHY YOU NEED AUTO-TIMER...

ADJUSTS
SPARK
PERFECTLY



RIGHT SPARK—RIGHT NOW

Don't let so-called "automatic" spark timing ruin your mileage economy. The AUTO-TIMER lets you adjust your spark instantly to compensate for heat, altitude, speed, load, gas octane, etc. You advance or retard your spark with a simple flick of your finger...for city traffic, heavy polling, cheaper gas, high speeds, cold starting, etc. New indicator button shows exact spark setting, can't get out of adjustment. AUTO-TIMER supplements the factory installed spark advance, does not interfere with its operation at all. AUTO-TIMER is a tested and approved engineering advance, yours for only \$6.95.

NEWHOUSE AUTOMOTIVE INC.
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Dept. 666 Los Angeles 22, Calif.

BE-KO-WA VOLKSWAGEN LUGGAGE RACK

Steel frame with hardwood slats...locks on roof when doors are locked. SEDAN \$45 • Hatchback C.O.D.'s SUNROOF \$46 • "Beats" Austin "T" top-up parts, hood, moonroof, etc. Inquiries invited.

"Beats 750" on Austin "T" special 2 seater competition roadster, available soon.
SPORTING MOTORISTS AGENCY (U.S. Office)
BOX 333 ANN ARBOR, MICHIGAN

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Send only \$19.75—Give make and model of your car. We ship postpaid same day order received. Write to:
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Please see that I receive FREE 24-page book, "Getting Ahead in Diesel."

NAME _____ AGE _____
ADDRESS _____
CITY _____ ZONE _____ STATE _____

IF GASOLINE RATIONING COMES . . .

continued from page 21

At least one company is experimenting with a dual-fuel carburetor. The idea behind this device is so you can use two different grades of gasoline in your car, one for acceleration and usual city driving, the other for all-day turnpike cruising. The latter fuel could be rated as low as 70 octane, while the high-performance gas could be as high as is available, 97 octane or better. There are obvious engineering difficulties to be overcome here, including compression ratio of the engine, two storage tanks instead of one, two fuel feed systems, and the usual critical adjustments necessary for smooth operation and a net gain in performance.

The atomic-powered car, of course, may solve the fuel consumption problems for all time. Fuels, as we know them today, may be completely eliminated from the scene. The tremendous possibilities of the

atomic powerplants bring to mind the electric car of a day gone by. Perhaps once again we'll see the day when our cars are merely "charged," this time from a centrally located atomic powerplant.

The Foreign Economy Cars

Not to be ignored are the small imported cars. From an economy standpoint, they are ideal. Light in weight and equipped with very economical engines, these cars will take you anywhere from 25 to 50 miles to the gallon of gas, depending on the type of engine, the weight, and the basic design.

And then for the person who only requires minimal transportation, there are the minicars. Powered by one- and two-cylinder air cooled motorcycle-type engines, these enlarged motor-scooters will give you up to 100 miles per gallon at speeds ranging from 45 to 65 mph. Many of them are light enough to pick up with one hand, yet their general performance and comparative comfort are well worth considering.

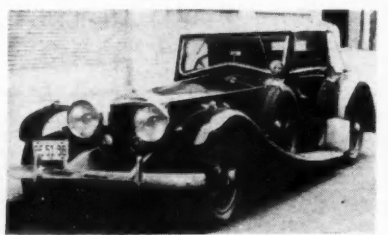
\$ELL 'N' SWAP

Requirements are: copy limit of 25 words (not including name and address); 1st come, 1st served; we reserve the right to edit where necessary; we are not responsible for accuracy of description, although we will reject any misleading statements. This service is not open to commercial advertisers. No ads will be accepted if payment is not made in advance, and such communications will not be acknowledged. Only one CAR may be listed in any single Sell 'N' Swap insertion. This limitation will not apply to parts, catalogs, etc. The charge is \$4 per insertion. If your car is unusual and you have a photo of it suitable for publication, you may submit it with your ad. If we decide to print it there's no cost to you for the cut, but we'll have to decide which photos to use. Sorry, no photos can be returned.—Editor

SELL

'31 ROLLS-ROYCE Phantom II touring. Low mileage, orig. mint cond., chauffeur-driven & maintained. Rt. hand drive, 20-inch wheels with exc. w's trunk, top, side curtains. Caged in. Barbara, \$4500. J. T. Wollman, Box 276, Somis (Ventura County), Calif.
CLASSIC CAR Sales Catalogs: Packard, Chrysler, Lincoln, Cadillac, Pierce-Arrow, orphan and foreign cars; minimum \$5 each. Also MoTor (N.Y.) annual numbers; details for large, stamped, addressed envelope. A. E. Twoby, 400 N. Kenmore, Los Angeles.
'39 BUGATTI 57 4-place conv. by Gangloff. Engine show finished, o'hauled recently in Paris. New paint, top, carpets & tires; in concours cond. \$2650. M. Corradini, 1148 La Rosa Rd., Arcadia, Calif. Phone Hillcrest 7-6352.
'38 PACKARD Super 8 conv. victoria, Dietrich style. Mech. good, can drive anywhere. Needs top & body work. A fine classic at a reasonable price. \$350. S. C. Fleckner, 2086 Lynwood Terr., San Jose 28, Calif.
CONTINENTAL-LINCOLN-ZEPHYR owners: Are you interested in hard-to-get '41 Lincoln Reference Book (owner's manual)? Write for offer, H. W. Day, Box 1143, U.P. Station, Des Moines, Iowa.
CITROEN 2-CV station wagon. Two months old, 1500 mi. Air-cooled engine, 40-50 mpg; see story on page 50. Extra lights & features; California-licensed. \$1275. Michael Seligman, 1909 Weepah Way, Los Angeles 46. Phone Oldfield 4-3493.
'23 MODEL T 1/2-ton canopy truck. Rare model. Completely refinished, all-new canopy, tires like new. Exc. running cond.; can be driven anywhere. Nathaniel Adelstein, 1700 Calhoun St., Trenton, N. J. Phone EXport 4-5264.
BELOND, Porter & Fenton header & dual muffler sets. 50% discount. F. H. Guenther, Station D, Box 56, Dayton, Ohio.
'23 BUICK touring. Body bad; chassis, engine, radiator, wheels ok. \$200. '20 or earlier Chevrolet engine, leather-lined cone clutch \$60. Also parts for Reo, Star, Durant. D. R. Blodgett, Box 1024, Peoria, Ill.
'14 NASH truck \$200. '26 Lincoln body \$115. '23 Buick chassis less body \$150. '25 Hupp engine \$100. Also others. Magnetos, generators, exc. rebuilt. D. R. Blodgett, Box 1024, Peoria, Ill.

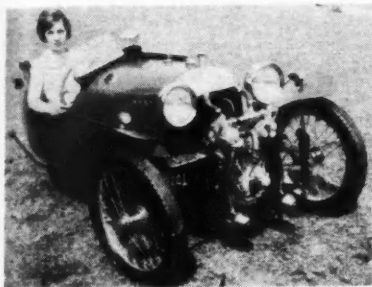
'26 FRANKLIN touring, Series 11. Good running cond.; little restoring needed. J. P. Fleming, Jackson, Mich. Phone ST 3-6842.
ORIGINAL MAGAZINE color ads & prints on Duesenberg, Auburn, Cord, Marmion 16. Cadillac 8, 12, 16. Packard 8, 12, Stutz, Kissel, Lincoln KB, La Salle, Imperial, Pierce-Arrow, Franklin, Jordan, others. Complete listing 25c. Sheldon J. Lewis, 61-33 213th St., Bayside, Long Island, N.Y.
FORD T PARTS—widest range available at reasonable prices. Write for free mimeographed listing. Also, Ford "A" mechanical parts listing available free. E. R. Hemmings, Quincy, Ill.
'34 INVICITA 4.5 liter, believed one of two in U.S. Low chassis, rt. hand drive. Dark green, with red



leather upholstery. Exc. cond. Mrs. Henry S. Cone, Jr., 510 Timothy Ave., Norfolk 5, Va. Phone JUSTICE 7-7786.
'39 PACKARD 12 conv. cpe. Mechanically good, good upholstery & tires; needs paint. Has r & h, direction signals. \$500 or best offer. William J. Stocker, 316 McNab Ct., Fillmore, Calif. Phone 746.
'41 CADILLAC V8 Imperial limousine. Exc. orig. cond., gold & black nickel-trimmed interior. Cost \$6200 new. \$650 or best offer. J. E. Miller, 51 W. Bazaar Dr., Dayton 10, Ohio. Phone MA 8666.
'37 CORD 812. Front-wheel drive. Completely rebuilt (incl. engine & transmission). Ivory body, new motor. Priced for quick sale—\$750. Townsley St. Paul, 1533 2nd St., New Orleans 13, La.
'35 FORD phaeton, completely restored. Genuine leather (new) thruout. Paint, tires, top, etc. like new. \$1600. Roger Neiss, 45 Ecker St., San Francisco, Calif.
'35 GRAHAM rdstr. with supercharged engine. Orig. 30,000 mi.; perf. cond. Best offer over \$1800; picture on request. L. J. Fraser, Box 249, Renfrew, Ontario, Canada.
'29 CADILLAC V8 rdstr. Complete, in exc. running cond.; needs no repair. New paint, 6 wire wheels. \$750. Philip Fry, 2 Thistle Rd., Catonsville 28, Md.
'32 AUBURN V-12 boat-tailed speedster. Once owned by Ab Jenkins. Mechanically restored to top running cond.; 4 new tires. Needs top. Must sell. Val Nicholson, Box 688, Ontario, Ore.
'53 KAISER with Pontiac V8 engine. \$895. Also new chrome, Model A type hood latches with swivel hook & base. \$1 ea. No C.O.D.'s please. Jim Harrigan, 4340 Douglas, Des Moines 10, Iowa.
'30 PACKARD conv. cpe., with wire wheels, run-

ble seat. Mechanically good; no rust. Needs chrome work, new top. Spare distributor cap, rotor, points incl. \$200. M. Y. Neely, Jr., P.O. Box 63, Abington, Pa.

'23 MORGAN "Aero" (3-wheeler). Restored—Fiesta red, new leather seats & chrome, ww's, pipes. M.A.G. (Swiss) outboard engine. Rare & fabulous; very sporting. Only \$650. Bill Newton, Bowers-

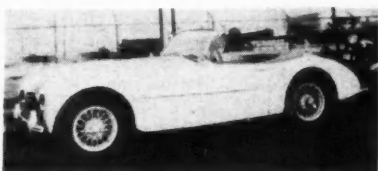


town-R. D. #1, Washington, N.J. Phone MUrray 9-2386.

NAMEPLATES—Pre-1941, all different. 10 for \$18, 15 for \$30, 20 for \$48, 25 for \$72. Buy, trade duplicates. A. R. Thurn, 1865 Cloverleaf, Bethlehem, Pa.

'37 LA SALLE clb. cpe. 87,000 mi. never in wreck, ready to run anywhere. \$525 or best offer. F. Nicholas, P.O. Box 7034, Phoenix, Ariz.

'54 DORETTI. Real classic in sports car field. This is No. 17, orig. thruout, 16,000 mi. Cost \$4600.



Best offer over \$3150; will deliver. Rick Wolfe, 12013 E. Greyford St., Whittier, Calif.

'48 LINCOLN CONTINENTAL cpe. in exc. cond. '51 Lincoln engine & differential; new Hydra-Matic trans.; airplane-type shocks. Completely reupholstered; 5 new 8.00x15 6-ply nylon tubeless ww's. \$2295. W. A. Crumrine, 7 Sierra Vista Dr., Colorado Springs, Colo.

'38 PACKARD conv., Series 1905. Restored, new paint, mechanically good thruout. 7.50x16 6-ply tires in good cond. \$1095. Write for photo, details. W. L. Runyon, Jr., 2902 Mullens Dr., Richmond, Calif.

'40 LINCOLN CONTINENTAL conv. Concours winner, Sacramento, Calif., Oct. '56. '54 Cadillac engine & Hydra-Matic. R.M. tires. leather uph., orion top. \$2395. W. S. Appleton, 4661 Oxbow Dr., Sacramento 21, Calif.

WRECKING 2 Mark VII Jaguars. One '56 with Borg-Warner trans., 2900 mi.; other, '52 straight drive. All body parts, engines, trans., clutches, differentials & running gears for sale. Import Motors, Ltd., Inc., 117 Ponce de Leon Ave., N.E., Atlanta, Ga.

'55 JUNIOR THUNDERBIRD with Fiberglas body, seal beams, charger. Ideal for child age 4-10. Factory cost, \$400; sell for \$175 cash f.o.b. Danville. Gene Barrick Jr., 1623 N. Oak, Danville, Ill.

'39 ROLLS-ROYCE Wraith Inskip limousine in elegant, showroom cond. Chrome & paint faultless, new tires, new leather seat, rt. hand drive, heater. 30,000 mi. Might deliver. \$5200. Alex Cameron, 8604 Humble Rd., Houston, Tex.

AIR-COOLED ENGINE installed in '33 Reo. Swedish invention, registered U.S. Patent Office. Will sell to highest bidder. C. Carlson, 933 Fletcher St., Chicago. Phone Blttersweet 8-5202.

'33 BUICK 60 sed. Orig. paint, good tires, sidemounts. Run anywhere. \$250. Edwin Ourant, Box 85, Scio, Ohio.

'49 ALFA ROMEO alum. rdstr. by Castagna, with 300-cubic-inch Olds V8 engine. Only one in captivity; 75% restored. Firestone rubber, optional bucket seats, newly uph. Offers? Scuderia "Lif Up," P.O. Box 182, Cohasset, Mass.

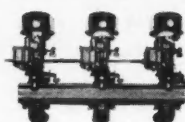
'25 BUICK sed. in running cond. Body solid, new tires. \$100. Malcolm Lowry, Williams, Ariz.

'48 LINCOLN CONTINENTAL V-12 cpe. Good engine, exc. body. Orig. with all access. & prem. tires. Will deliver on West Coast. \$1295. I. R. Bartholomew, 12603 E. Main, Spokane, Wash.

'29 CADILLAC htdp. cpe. Rumble seat, wire wheels, sidemounts. Good mech. cond., uph. fair; needs work on top. \$395. Norman C. Plummer, 6111/2 Sutter St., Folsom, Calif. Phone YUKon 5-2205.

'37 CORD supercharged conv. Black, with red leather, white top. Completely restored; passes any

continued on next page



Triple intake manifolds can be run dual or triple.

SAMPLE DEALS

- order by number
1. '49-51 Olds 88 OHV complete motors—shipped anywhere \$95.
 2. '32-53 Ford-Merc V8 dual manifolds—low as \$15 up.
 3. Special Std. Olds-Cad 11" OHV 8 flywheel—fits '49 to '56 \$26.50, drilled 10" \$31.50.
 4. Triple Cad-Olds-Ford-Merc OHV 8 used manifolds \$39.50.

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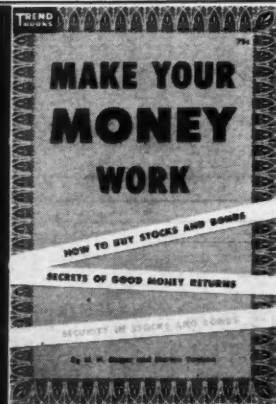
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continued from preceding page

inspection. An International Sport Car Show winner, beautiful, perfect. Dr. Earle Furman, 178 Fairmount Ave., Chatham, N. J.

'30 CADILLAC Classic V-16 Fleetwood. Exc. running cond.; good tires, body, engine. Alemite fittings. Needs uph., clock, gas gauge, hood ornament, gas cap. Asking \$800. Gilbert Aikman, 704 N. Piedras St., El Paso, Tex.

D JAGUAR with Hi-Tork differential. Low mileage, in perf. cond. Bright red; used mainly for auto shows, dealer & distributor display. Raced 250 miles. Driven only by Sherwood Johnson, Carroll Shelby & Ignacio Lozano. \$8150 plus sales tax. Charles H. Hornburg, Jr., Inc., 9176 Sunset Blvd., Los Angeles 46. Phone Bradshaw 2-7737.

'38 LINCOLN K LeBaron conv. rdstr. Completely restored; new w's, leather uph., top & paint; immac. 4000 mi. since complete engine overhaul. \$2600. K. D. Shenkel, 64 Brixton Rd., Garden City, Long Island, N. Y.

'37 PACKARD Super 8 conv. sed. Dietrich body, interior, running gear in exc. orig. cond. New top. A beautiful classic, \$1500 or best offer. E. K. Beatty, 1612 Graefield, Birmingham, Mich. Phone MI 6-6551.

WEAIND triple dual, 3 new 97s, chrome filters. Used once; ready to go. Buick, '53 thru '56. \$95. Magspark 510. Maj. Robert L. Margison, Box 141, Perrin AFB, Sherman, Tex.

'42 LINCOLN CONTINENTAL cpe. with '47 trim. '55 Chevrolet V8 engine, Corvette cam & lifters, tubeless w's, dual exhausts. \$1000. B. C. Kutzkey, Box 428, Independence, Calif.

'38 CADILLAC V-16 limousine. Body, uph., & engine exc.; \$5,000 chauffeur-driven mi. New brakes & battery; can be driven anywhere. Any offer over \$300 considered. Richard M. Allen, Box 286 Watson West, 405 University Pl., Syracuse 10, N. Y.

'39 PLYMOUTH P-8 conv. sed. Briggs coach. Orig. except headlights & front seat uph. Exc. running cond. Needs new top, some body work. Best offer. Virginia M. Kieselbach, 43 Myrtle Ave., Montclair, N. J.

'36 CORD 810 sed. Completely restored to show cond.; driven 1000 mi. since restoration. Over \$2000 invested; sacrifice for \$1200. Paul Esajian, 23 Saddle Rock Rd., Valley Stream, N. Y.

'41 CADILLAC 60-S Fleetwood 4-dr. sed. Showroom cond., 47,000 orig. mi. in storage 10 yrs. Standard trans.; orig. bronze metallic paint. Best offer. Robert Suttner, 9128 W. 47th St., Brookfield, Ill. Phone HUner 5-1212.

'28 ROLLS-ROYCE P-I 7-pass. formal sed. with landauler hinges, Brewster alum. body. Left-hand drive, 6 chrome wire wheels. Exc. cond. thruout. Sacrifice for \$1450. A. M. Pace, Jr., Panther Oil Co., Fort Worth, Tex.

'05 WAYNE in mint cond., with 2-cyl. engine, chain drive, lots of brass, 30 mph. Very rare. Send 10c for details, price & photo. J. Wiznuk, Stonewall, Manitoba, Canada.

CARSON HARD TOP for Auburn 851-2 Speedster. Good cond.; cost over \$200 to build. \$75 or best offer. f.o.b. Greenville. Harry Denhard, Rt. 2, Greenville, N. Y.

'41 HUMMOBILE Skylark (Cord-type body). Restored; new paint, recently overhauled. Good tires, orig. 38,000 mi. Drive anywhere. \$475. Write for details & pix. Al Trommers, 1165 Morris Ave., Bronx 56, N. Y.

'29 PIERCE-ARROW brougham. Custom-built classic in perf. mechanical running cond. Orig. owner. Two-tone French beige. Best offer over \$2000. H. H. Rogers, 115 Olympic Pl., Seattle 99, Wash.

'37 PACKARD "Twin-6" 7-pass. touring limousine. Mint cond., 4 new w's, drive anywhere. Third owner. \$1750. Warner S. Currie, 312-101 Marietta St. Bldg., Atlanta 3, Ga. Phone LA 4-8461.

'32 AUBURN 810 cabriolet. 6 wire wheels, 6.70x16 tires. Good mech. shape. \$275. R. H. Randall, P.O. Box 891, Santa Cruz, Calif.

'40 FORD conv. Spotless black, with new w's, top, leather. Perfect mechanically. Won 1st in class at auto show. Need space. \$550 (half my investment). William L. Timms, Montour Falls, N.Y. Phone 2731.

'40 PACKARD 120 4-dr. sed. Body, engine, uph., near mint cond.; 14,500 orig. mi. Black, with new w's. \$695 or best offer. W. G. Birmingham, Port Kennedy (vic. Philadelphia), Pa. Phone Valley Forge 9-5422.

'48 LINCOLN CONTINENTAL conv. Modified Mercury flat head engine. Mint cond., stored 9 months per yr. Midnight blue, with light top, w's. Paint, chrome, leather uph., tires perf. & orig. \$1800 firm. Dr. Dan Kozie, 2037 W. Cortez St., Chicago 22.

'33 CHRYSLER Imperial 7-pass. sed. Orig. black paint & chrome perf. 6 wire wheels, sidemount, trunk rack, orig. manual. \$250. Carlton Reed, 1404 Willow St., Coffeyville, Kan.

'49 FIAT 500-B conv. saloon. Unique & small, but practical, with a pronounced foreign flavor. New paint; engine just completely overhauled. \$550 or nearest offer. D. Roca, Rt. 2, Medina, Ohio.

'29 OAKLAND 6 4-dr. sed. Not roadable; needs a little work. Black; was used as funeral lead-in car. Best offer. William Pintard, 81 Conover Pl., Red Bank, N.J.

'34 PACKARD V-12 conv. cabriolet with German coach work. Restored. See "Classic Comments," Nov. '56 MOTOR TREND. \$2000. R. E. Bass, Navy 117, P.O., New York.

'50 JAGUAR Mark V conv. in good cond. Available for Stateside delivery on or about Mar. 15. Will

incl. 90-day guarantee. Best offer. Lt. R. D. Radke, 533 Ordinance Co., A.P.O. 227, care Postmaster, New York.

'24 MODEL T trick Ford with trailer, props. Used in act for fairs, rodeos. For details write to Dale Shrum, 603 W. 215th St., Torrance, Calif. Phone FA 8-7912.

'12 BUICK touring car. New Firestone non-skid tires; new uph.; new maroon paint, black fenders. \$1500 firm; no trades. E. A. Morton, 534 N. Broadway, Medina, Ohio. Phone 3-4742.

'52 SUNBEAM-TALBOT 90 4-dr. sed. in fair cond. Blue. Must sell for financial reasons. Offer closest to \$750. W. D. Shira, 201 Boston Ave., New Castle, Pa. Phone OL 4-1948.

'31 CHEVROLET 2-dr. sed. Orig. body good, engine fair, licensed. Complete; exc. car for restoring. \$125. G. Conover, 521 Toll Rd., Oreland, Pa.

'35 LINCOLN K V-12 conv. sed., with LeBaron body. A true classic, 90% restored, 6 wire wheels. Can be driven away. Consider any offer over \$500. C. S. Amsley, St. Thomas, Pa. Phone EM 9-2151.

'33 PACKARD V-12 sps. sed. New paint, special equip't. Runs fine; whole car in nice shape. Must sell. \$650 or best offer. Pix available. Charles S. John, 6074 N. Forkner, Fresno, Calif. Phone BA 7-7853.

PARTIALLY COMPLETED custom. '55 Chrysler Imperial engine & trans., '56 Chrysler center-plane



power brakes. Power steering, sliding doors, 8-way power contour seat. \$1800. Robt. Bachman, 2105 El Molino Pl., San Marino 9, Calif. Phone SYcamore 9-1346.

'40 LINCOLN CONTINENTAL conv., with V-12 engine. One of 1st Continentals made. Needs paint & some work, but in restorable cond. Robert Sebald, Whippany Rd., Whippany, N.J. Phone TUcker 7-2426.

'28 PACKARD 6 5-pass. touring. Mechanically sound, new factory-installed clutch. Good tires, uph. Needs paint & top recovered. \$895. Illustrated folder 10c. Max Palm III, P.O. Box 26, Cincinnati 7, Ohio.

'20 MODEL T. Orig. engine, uph., floor mats, side curtains in good cond. Body good, no rust; top fair. Low mileage. Needs tires. Best offer. Joseph Van Hatten, Edic Rd., Marcy, N.Y.

'47 LINCOLN CONTINENTAL htdp. in mint cond. '53 Ford engine, also have complete V-12. Iridescent plumb, with w's. Orig. owner. \$2850. Frank Unkle, 730 Kipling, Toledo, Ohio. Phone LA 3877.

'34 CADILLAC Fleetwood V8 custom 2-dr. sed. Exc. cond. Best offer over \$700. Thomas Hamilton, 211 Maple Park, Olympia, Wash.

'31 HUMMOBILE. Unrestored; orig. uph.; in good cond.; needs paint. Good mech. cond. Best offer. Mrs. S. A. Williams, 502 E. Cherry St., New Paris, Ohio.

'47 CADILLAC Fleetwood V8 4-dr. sed. Engine run perfectly, uses no oil; 30,250 mi. Winterized; mint cond. New U.S. Royal Master tubeless w's. Best offer around \$900. Harry Fox, Box 6, Campbelltown, Pa.

'25 CHEVROLET 4-dr. sed., completely restored to orig. shape. Nothing left unturned; everything A-1 cond. Drive anywhere. \$950 or best offer. Dale Heine, Rt. 1, So. Beloit, Ill.

'48 JAGUAR Mark IV classic saloon. Mint cond., orig. thruout, perf. running cond. Wire knock-offs. Reasonable. Toledo Studebaker & Packard, Inc., 211 Ontario St., Toledo 2, Ohio. Phone CHerry 1-3151.

'33 REO Flying Cloud 4-dr. sed. 7 wheels (spare in the rear), r & h, many extras & extra parts. Orig. thruout except sealed beams. Owners manual. \$295 or best offer. Alfred Nolfi, 119 Zewe Way, Duquesne, Pa.

'27 PACKARD V-12 5-pass. touring sedan. Top shape, entirely orig., immaculate thruout. 39,000 orig. mi. \$1750. A. T. Wuesthoff, 624 Humboldt St., Richmond, Calif.

'29 BUICK 6 4-dr. sed., beautifully restored. Artillery wheels, tire mounts. New tires, paint & chrome. Featured in General Motors 50 Millionth Car Motorama in '55. Sacrifice for \$850. Harold Bon-score, 123 Woodward St., Rochester, Mich.

'29 HUMMOBILE touring car. Disc wheels, 2 spares, trunk rack, extra parts. Running cond.; needs uph. & top. Best offer. R. C. Hanson, Box 75, Hancock, Mass.

'19 MODEL T touring. Black, natural wood wheels, new top, tires & uph. 6 wire wheels; restored; drive anywhere. \$525 or best offer. K. O. Miller, 508 W. Winfield, Morrison, Ill.

'54 BANDINI with hot Crosley engine. '55 SCCA Class H National Champ. Three wins, one 2nd in 4 starts in '56. \$2450. Why buy a new loser? Dick Yares, 2019 Forestdale, Cleveland 9, Ohio.

'15 PACKARD twin 6 7-pass. touring car. Exceptional, orig., unrestored cond. No rotten wood; complete to lamps, side curtains, etc. Best offer. R. J. Mead, 2730 W. Ruth Ave., Phoenix, Ariz.

'47 LINCOLN CONTINENTAL conv. New trans. & o.d., new top, brakes & ww's. V-12 fair; chrome very good. \$995. Gordon F. Crafts, 6410 Riverside Ave., Riverside, Calif.
'32 BUICK 4-dr. sed. Body perf., uph. very good, tires good, everything complete. New rings & valve job. Best offer over \$200. Clarence Albert, c/o Mrs. Self, Carter St., New Canaan, Conn.
'48 LINCOLN CONTINENTAL conv., advertised in August '56 MOTOR TREND for \$1850. Will now sell for \$950 due to leaving for Alaska in March. Albert H. Gohl, 1700 3rd Ave. South, Moorhead, Minn.
'47 LINCOLN CONTINENTAL cpe. with Mercury engine. Moss green, with ww's. Body in good cond. \$1550. Mrs. A. M. Stevens, 1200 Hamilton St., Petersburg, Va.

SELL OR SWAP

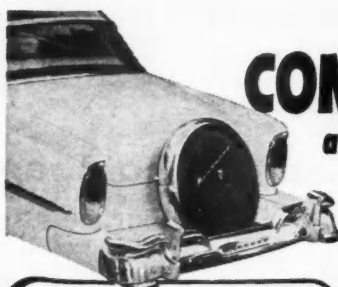
'39 HORCH conv. in exc. orig. cond. Will be in N.Y. June 1. Will trade for '51 Cadillac conv. or Lincoln Continental conv. Inquiries answered.



A/2c Wayne J. Lundstrom, A.F. 17423246, 461st F.D.S., A.P.O. 109, New York
'30 PACKARD conv. cpe. with rumble seat. Exc. mech. cond.; new paint. Will sell or take any pre-1915 Ford in restorable cond. in trade. Albert Horley, 16 Mainsgate St., Pittsburgh 5, Pa.
'11 STANLEY STEAMER rdstr. with detachable rear folding seat, making car 4-pass. Restored, & a good performer. \$3500, or will take a pre-1914 unrestored Stanley as part of trade. H. Anderson, 4703 Franklin St., Omaha 3, Neb.
'09 STEVENS-DURYEA Big 6 touring, partly restored. Very rare; 142-in. wheelbase. \$2500. Will take White steam car parts in trade. Fred Halward, 52 College Rd., Watsonville, Calif.
'37 CORD 812 phaeton in mint cond. Same as one featured in Sept. '56 MOTOR TREND except everything orig. Best offer, or trade for Lincoln Continental conv. Howard Fate, 216 Lafayette St., Ionia, Mich.
'34 PACKARD Classic 8 Model 1103 7-pass. sed. in orig. cond., with spare parts. Need Ford ohv 4 equip't, MG-TD, wrecked Porsche or VW. Allen E. Cable, 14 Loomis St., Devon-Milford, Conn.
'25 BUICK 4-dr. sed. Body, engine, interior good; outside paint needs retouching. \$300, or trade for anything that runs. Might deliver. Gerald McClellan, Bucklin, Mo.
'32 HORCH 8 conv. Classic; one of 6 built. Wire wheels, leather uph., central greasing system, 12-volt system, good. Windshield wipers. Parts catalog incl. \$2995 cash, or best offer in '55-'56 station wagon. Donald Lemmon, 1307 S. Proctor St., Tacoma, Wash.
'53 BUICK Skylark in exc. cond. New white custom top, paint, Royal Master X-P 140 ww's; all power access. Trade for sports or custom car. Tommy Thomas, KVTU, Channel 9, Sioux City, Iowa.

WANTED

PARTS FOR '34 FORD conv.: windshield frame, rumble seat, cowl light glass & racing dog radiator cap. Must be in good cond. Phil Burns, 3930 Cumberland Ave., Los Angeles 27. Phone NOrmandy 4-5237.
'40 CADILLAC 62 conv. cpe. Must be clean & mech. good. Will consider picking up within 1000 mi. if car is in exceptionally good cond. Pix preferred. William Peters, 895 Union St., Brooklyn 15, N.Y. Phone NE 8-9432.
'38 CADILLAC conv. cpe. V8 only. Must be very clean and mech. good. Please send pictures; all letters answered. William Peters, 895 Union St., Brooklyn 15, N.Y. Phone NE 8-9432.
'35 AUBURN Speedster. Orig. engine unimportant; body must be complete & restorable. G. Conover, 521 Toll Rd. Oreland Pa.
PARTS FOR '37 CORD 812-S: supercharger chrome outlet pipes only, side hood plates, lower hood louvers & orig. hubcap. State price & cond. Edmund Serafin, 211 Grant Ave., Jersey City 5, N.J.
PIERCE-ARROW in any cond. If you have previously answered & still have cars for sale, send info & pix. Several more will be purchased. H. Reeves, 1300 W. Concord, Orlando, Fla.
'41 PACKARD 8 conv. body less chassis, interior, fenders, etc. No rust, wad. Within 200 mi. Will also consider complete car. All letters answered. A. R. Huntley, 99 Alvin St., Springfield, Mass.
'31 '32 OR '33 AUBURN conv. sed. in Western states. Carl Swanson, P.O. Box 394, Spanaway, Wash.
NEW CRANKSHAFT for '32 Plymouth Model PA engine. Also '32 Plymouth Model PA cpe. in running cond., in San Francisco area. C. E. Brannock, Box 14, South Fork, Calif.
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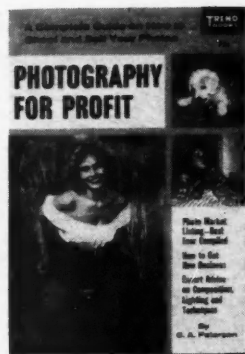
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BUMPER: bombé, bulging, bombarde

THE FOLLOWING IS QUOTED from the SAE (Society of Automotive Engineers) Handbook, 1956 edition, in the section on bumper design: "Under full rated load and with a full brake stop at five to 10 mph, passenger cars, station wagons, and half-ton trucks shall stop so that the tops of the front bumper guards do not dive below, nor any part of the lower edge of the rear-main-bumper bar between the treads lift above, a line 18.25 inches above the road level. . . ."

Bumper guards? *What bumper guards?* Too few cars today have "guards" that protect the grille or that don't incorporate lights that shatter on impact.

A precautionary note in the same section states: "Designing engineers are urged to avoid specifying extreme radii for the top of the front-bumper vertical bar and the bottom of the rear-bumper main bar. Considerable care in this respect is needed, otherwise the anti-locking feature of the recommended dimensions will be nullified. . . ."

Still, we continue to see some cars' bumper-grille-guard systems that are apparently designed around the philosophy of self-preservation. "Don't lock horns in combat on city streets and in parking lots, but *spear!*"

Seems like the "Bumper" section of the SAE Handbook needs rewriting for 1958, especially since it was last revised by the Bumper Technical Committee in March, 1947!



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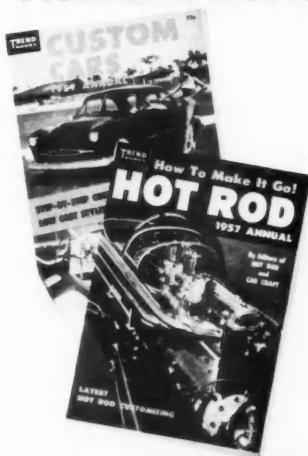
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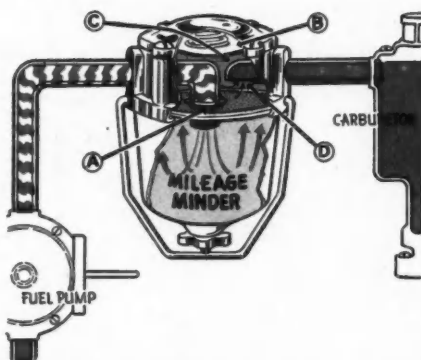
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